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## BRITAIN'S DAY AT WIMBLEDON.

NOW REPRESENTED IN THREE FINALS.

VICTORY IN WOMEN'S PAIRS ASSURED.

## MISS WILLS'S TITLE.

London, July 5.  
In sunny boisterous weather, all the main events in the Wimbledon Championships were brought to their final stage to-day. Apart from the final of the women's singles, which was all-American and naturally resulted in Miss Helen Wills retaining the title which she won in 1927 and 1928, it proved to be Britain's day.

The satisfactory situation developed that Britain will have representatives in three of the four finals to be played to-morrow, and that the women's doubles is certain to fall to Britain since both finalist pairs are British.

## Unusual Results.

This year's meeting has been unusual in that it has produced the rather strange position that none of the singles finalists except Miss Wills has gained a similar place in the doubles events. The women's singles final was all-American, the men's singles all-French, the women's doubles final all-British, and the other doubles finals are Anglo-American.

The final to-morrow will be as follows:

Men's Singles: Jean Borotra (France) v. Henri Cochet (France).

Men's Doubles: Dr. J. C. Gregory and I. G. Collins (Britain) v. W. Allison and Van Ryn (U.S.A.).

Women's Doubles: Mrs. Covell and Mrs. Shepherd-Bartron (Britain) v. Mrs. Watson and Mrs. Michell (Britain).

Mixed Doubles: I. G. Collins and Miss Joan Fry (Britain) v. F. T. Hunter and Miss Wills (U.S.A.).

## No Thrills.

The final of the women's singles to-day was almost devoid of thrills. Miss Helen Wills was never seriously opposed. She was driving relentlessly from start to finish, wearing a serious expression which indicated that she intended to leave nothing to chance.

Miss Jacobs could not find a length and she was kept running from one side of the court to the other. Miss Wills led by 3 games to one in the first set, and she went to six-one with ease, only once placing the ball into the net. Miss Jacobs put up a terrific fight for the last game in the first set, and deuce was called no fewer than seven times. The game and set, however, went to Miss Wills.

## Miss Jacobs Outplayed.

In the second set, Miss Jacobs tried to change her tactics. She struggled up to the net but was driven back by well-placed strokes, and then she tried lobs which were killed summarily.

She tried in vain to gain the initiative, but even a remarkable sliced backhand failed to disturb the champion who played with the precision of a machine all through. Miss Wills won the second set at 6-2.

## British Successes.

I. G. Collins (Gregory's partner in the doubles final) and Miss Joan Fry played two matches against Anglo-Foreign combination and won them both. In the fourth round they defeated Cochet and Miss Eileen Bennett by two sets to one, after losing the first 2-6, and in the semi-final they conquered Gregory and Miss Ryan, trouncing them to the tune of 6-2, 6-3. They qualified to meet Francis Hunter and Miss Helen Wills in the final, these having disposed of the South African semi-finalists.

## The Doubles.

Britain's supremacy in the women's doubles ensured an all-British final before the semi-finals were complete. To-day Mrs. Watson and Mrs. Michell (formerly Miss Peggy

## THE KING'S CUP AIR RACE POSITION.

### CAPTAIN NEVILLE STACK FIRST IN FIELD.

#### LIGHT-PLANES IN LEAD

London, July 5.  
Twelve of the forty-one starters in the King's Cup air race round Britain made forced landings or met with other trouble which prevented them from reaching the evening rendezvous at Blackpool, from completing the first stage of the race.

Lady Bulley, Miss W. I. Spooner and Mrs. A. S. Butler are included in the remaining twenty-nine.

Captain T. N. Stack, flying his A.D.C. Nimbus Martinsyde, led the field being the first to arrive at Blackpool. He was followed closely by Flight-Lieutenant Atcherley, Flying Officer Fielden (who is piloting Captain the Hon. F. Guest's machine), Captain W. L. Hope, last year's winner, who is again using a Gipsy Moth, Mr. A. S. Butler, who is flying a special Gipsy Moth, and Flight-Lieutenant Sandiland, a probable member of Britain's Schneider Cup team, who is flying a Simmonds Spartan, equipped with a Hermes engine, the latest development in the light aeroplane class.

This morning the competitors, now reduced to 29, will make for Renfrew, from where they will fly to Dunbar and then south to the starting point, Heston aerodrome.—Reuter.

## SAD BEREAVEMENT.

### LITTLE HONGKONG LAD DIES AT HOME.

The utmost sympathy will be felt for Mr. and Mrs. F. A. Mackintosh in the death, at home, of Ian, their young son. News was received by cable to-day that the little fellow passed away from diphtheria on Thursday.

It was only a few months ago that Mrs. Mackintosh left for home, accompanied by her little son, Mr. Mackintosh following later. The little lad, who was very popular amongst his playmates, was the picture of health when he left the Colony, and the news of his death will come as a great shock to the many friends of the bereaved parents. The elder son is at present at school in England.

## WORLD RECORD IN MARATHON.

### BRITISH RUNNER'S GREAT PERFORMANCE.

London, July 6.  
The British Marathon was run to-day the long race ending at Stamford Bridge.

H. Payne, the famous long-distance and cross-country runner, was an easy first, winning in 2 hours, 30 minutes, 57 3/6th seconds. It is stated that Payne's time constitutes a world's record.—Reuter.

## SAUNDERS) were opposed to Mrs. McIlquham and Miss Harvey, winning by two sets to one after winning the first.

### Women's Singles Final.

Miss Helen Wills (U.S.A.) beat Miss Helen Jacobs (U.S.A.), 6-1, 6-2.

## Mixed Doubles.

Fourth Round: I. G. Collins and Miss Joan Fry (Britain) beat H. Cochet (France) and Miss Eileen Bennett (Britain), 2-0, 6-4, 8-6.

Semi-final: F. T. Hunter and Miss Wills (U.S.A.) beat E. Farquharson and Miss E. L. Hoine (South Africa), 6-3, 6-2, 6-3.

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BOSTON BRAVES



HERE'S A HOT ONE, EVER! A BASEBALL MISFIT NAMED HOWDY TRIED TO LAND WITH MY TEAM, AND I CHASED HIM—NOW HE'S HERE TO HOOK UP WITH THE BRAVES!

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WELL, I'M JOHNNY EVER, ASSISTANT MANAGER!



EVERS? WELL, FER GOSH SAKE! THIS IS WHAT I CALL LUCK! DON'T YA REMEMBER ME? WHY, I USED TA SELL PEANUTS IN TH' CUBS PARK 'WAY BACK IN THE OLD DAYS WHEN YOU WAS TH' PINOT MAN IN TH' FAMOUS "TINKER, TO EVERS TO CHANCE" PLAYS. SURELY YOU'LL GIMME A JOB, IF ONLY FER OLD ACQUAINTANCE SAKE!

YOU SAID IT, KID!



SOON'S TH' SEASON OPENS, I'LL FIX IT UP SOS YA CAN SELL PEANUTS IN TH' BRAVES BALL PARK!

By Small



### THE RIVER PIRATES.

#### FURTHER ACTIVITIES BY ARMED RAIDERS.

A rather significant report appears in the Shanghai Chinese newspapers regarding the Mixed Court Rendition Agreement. The report states that Kiangsu Provincial Government consider the present agreement inadequate and intends to abrogate it as soon as possible. No mention in the report is made regarding the intended future status of the Provisional Court nor in what way the present agreement is inadequate from the Chinese viewpoint.

The report states that the Kiangsu Provincial Government has ordered the Commissioner for Foreign Affairs to notify the Senior Consul, Mr. E. S. Cunningham, of the intentions of the Government and to inform other members of the Consular Body to this effect.

The text of the note sent of Mr. Cunningham is as follows:

"I am in receipt of an order from the Kiangsu Provincial Government to the effect that the Mixed Court Rendition Agreement, which has been in force since January 1, 1927, is inadequate. An announcement of its abrogation is to be made before June 30, 1929. Please take note and convey this information to your colleagues."

An Ordinance (the Chinese Marriage Preservation Ordinance) was instituted because the sanctity of Chinese marriage had to be protected.

Chinese Authorities.

If a wife left her husband for an indefinite period Mr. Hall pointed out how dangerous it would be. A wife could not allow her husband to doubt her chastity.

Mr. Hall then referred his Worship to authorities on Chinese marriages. He pointed out that R. T. Bryan Jr. held in the case of divorce that if a husband refused to consent to divorce and the wife deserted him she was punishable and her husband was permitted to sell her in marriage.

Another eminent authority held that if a wife ran away without her husband's consent he was entitled to sell her as a wife to another man and if she ran away and married another man she was liable to death by strangulation.

Of course, said Mr. Hall that was too much of a penalty but it was very clear that a Chinese woman must not run away from her husband without his consent.

Mean and Unjustifiable.

In giving judgment against the husband his Worship found that in fact and in law there was no desertion by the complainant.

His Worship reviewed the evidence at great length mentioning the previous summons which was dismissed by the Court.

There was absolutely no evidence tending to show that the wife was unfaithful to her husband or to show that he had any justification to suspect infidelity. His Worship said that he could only regard the defendant's allegations of infidelity or suspected infidelity as a mean and unjustifiable effort to present his case in the strongest light possible.

He did not say that Mr. Hall was in any way to blame for that. His Worship ordered the defendant to pay his wife \$8 per week maintenance.

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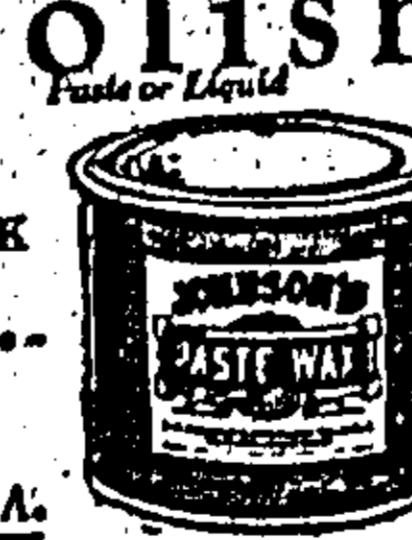
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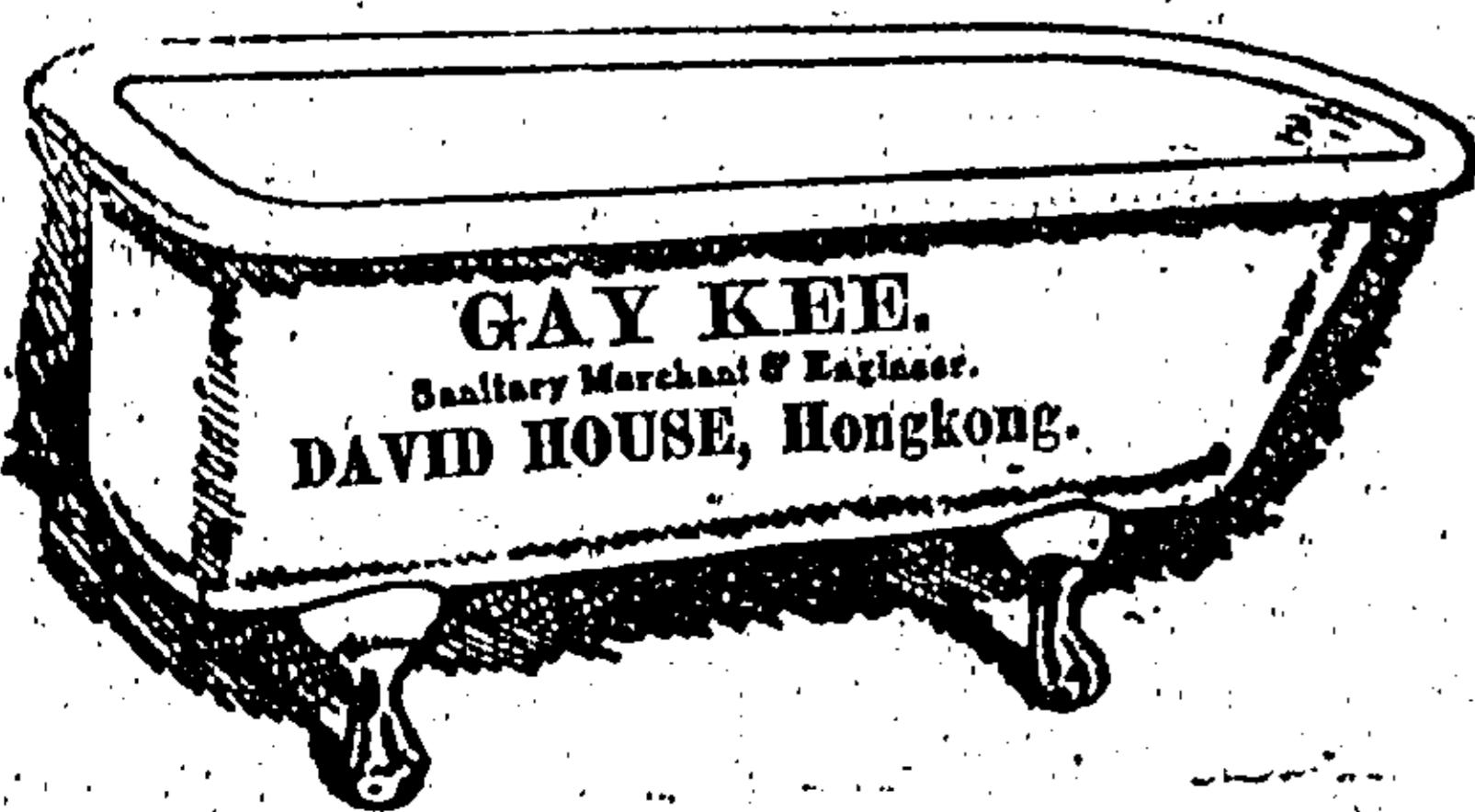
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### AGRICULTURAL SHOW.

#### PRACTICAL PLANS FOR DEVELOPMENT.

The Committee of the New Territories Agricultural Show, in their report for last year, state: The Committee has much pleasure in presenting the report and statement of accounts of the New Territories Agricultural Show held on January 5 and 6, 1929.

#### Receipts.

Balance B/forward	28.67
Subscriptions from European Community	175.00
Imperial Chemical Industries Ltd.	250.00
Chinese Community	1,181.00
Kowloon Motor Bus Co.	65.46
Refund of Prizes	14.00
Sale of Tickets	39.70
Sale of Programmes	14.10
Bank Interest	1.62
	\$1,770.14
Payments.	
Prizes and Tokenwood Tablets	653.42
Wages and Travelling Expenses of 2 Permanent workers	464.45
Transportations & Coolie hires	147.28
Refreshments for Guests and Committees	67.15
Indian Band	79.20
Printing account	163.84
Advertising account	82.00
Stamps on 2 cheque books	2.50
Sundries for decorating Matched and Exhibits etc.	28.39
Balance	81.91
	\$1,770.14

It will be seen that there is a small balance of \$81.91 with which to begin the work of next year's Show to be held on January 5 and 6, 1930, and the Committee are unanimous in their feeling that the Show must be continued.

There was some difficulty in transportation of exhibits, and some exhibitors did not appear to have carefully read the instructions. This will be remedied as the exhibitors become accustomed to the method of holding the exhibition from year to year.

#### Thanks.

The thanks of the Committee are presented to the Hon. Mr. W. T. Southorn, the then Officer Administering the Government and Mrs. Southorn for their presence and services in connexion with the opening ceremony; and also to Sir Robert and Lady Ho Tung for the loan of the land and much hospitality extended to visitors, the Committee and assistants; and to all friends who generously contributed to the prize fund and towards the expenses of the Show. The Committee also desire to make grateful acknowledgment to the Imperial Chemical Industries for their generous aid as well as deep interest taken in the Show, and to Mr. H. B. L. Dowbiggin, the Committee were indebted for his help to obtain the excellent services of the 3/15th Punjab Regiment and to Mr. Fung Ki-cheuk, who has been a hard worker and a strong supporter of the Show for the past two years. Thanks are also presented to the Government for the kind provision of the buildings; to Mr. Fraser, the District Officer for constant advice and assistance throughout the year and to Mr. H. Green of the Forestry Dept. for the very beautiful exhibits of many articles set up at the Show.

The exhibits of this year were more in number and better prepared than in the previous year and give promise of great improvement. The Committee realize the value of the work and the immense benefit accrued in connexion with the Show, and are endeavouring to formulate practical plans for development of agricultural work throughout the New Territories Show.

#### THE FU KWANG.

#### GETS OFF THE BAR AT HIGH TIDE.

The mishap to the tanker, Fu Kwang appears to have been greatly magnified, and the anxiety about her unwarranted. The most serious thing about her going ashore was the delay occasioned by the accident. She failed to negotiate the bar on her trip down owing to the falling tide and nothing could be done to assist her until the tide again rose.

It was considered preferable that she should remain where she was as she was perfectly safe, rather than that she should get off by the sacrifice of her cargo of water. As it happened she finally floated free and got to the Colony by sundown yesterday none the worse for her experience.

### RADIO BROADCAST.

#### LOCAL PROGRAMME FOR THE WEEK-END.

Broadcast by Z.B.W. on 360 metres.

Saturday.

1.45 p.m. Weather Report.

5.30-6.30 p.m. Programme of Chinese Music. (Becky Records supplied through the courtesy of Messrs. Canton Trading Association, Ltd.).

7.45 p.m. Evening Weather Report.

8 p.m. Evening Programme. (Columbia Records supplied through the courtesy of Messrs. Anderson Music Co., Ltd.).

"Madame Butterfly," (Puccini).

Selections.

New Queen's Hall Light Orchestra.

Dance Music.

8.45 p.m. "Neil Gwyn Dances" (E. German).

Regimental Band of H. M. Grenadier Guards.

"Humoresque," (Dvorak).

Regimental Band of H. M. Grenadier Guards.

Dance Music.

9.30 p.m. "Leannin."

"Gipay Dan."

Baritone, Raymond Newell.

Dance Music.

10.15 p.m. "Song Hits" Organ Medley.

Organ Solo, Quentin M. MacLean.

10.30 p.m. Close down.

Sunday.

10.55 a.m. "Thanksgiving Service"

Relayed from St. John's Cathedral.

Preacher—The Very Rev. Dean Swann.

5.55 p.m. Evening Service relayed from St. John's Cathedral.

7.45 p.m. Evening Weather Report.

9 p.m. Evening Programme. (Victor and H.M.V. Records supplied through the courtesy of Messrs. S. Soutter & Co.).

"Peer Gynt Suite No. 1," (Grieg).

"Morning,"

"On the Death of Asa,"

"Anitra's Dance,"

"In the Hall of the Mountain King,"

Victor Symphony Orchestra.

"In An Old-fashioned Town,"

"Waltz," (D'Hardelet).

Tenor, John Turner.

"Ballet Egyptian," (Liszt).

Organ Solo, Reginald Foort.

"Knechtli Love Song,"

"Till I Wake,"

Bass-Baritone, Peter Dawson.

"The Bell of St. Malo,"

"Summer Fiddle March,"

The Band of H.M. Coldstream Guards.

"An Autumn Serenade," (Bocce),

"Poem," (Fibich).

Organ Solo, Reginald Foort.

"Die Meistersinger," (Wagner),

Overture,

Chicago Symphony Orchestra.

"The Gay Highway,"

"The Vagabond,"

Bass-Baritone, Peter Dawson.

"William Tell," (Rossini), Overture,

"At Dawn,"

"The Storm,"

"The Calm,"

"Finale,"

Victor Symphony Orchestra.

"Friend O' Mine," (Sanderson),

"Shipmates O' Mine," (Sanderson),

Bass, Manuel Hemingway.

"Nearer My God to Thee,"

"Abide with Me,"

Grand Organ Solo, Mark Andrews.

10.30 p.m. Close down.

A CHINESE CONCERT.

#### FOR SHENSI FAMINE AND CHINESE HOSPITAL.

At the Theatre Royal last night, a grand concert was given by a party of Chinese under the leadership of Mr. Ng Tat-ping, the President of the Modern Literary Association, in aid of the Shensi Famine and Chinese Hospital.

The programme was long and varied, including, among other attractions, Chinese music as played on several instruments, and conjuring, and feats of strength by a native of Shantung, who besides showing to the audience his extraordinary strength proved he was also conversant with many clever balancing tricks.

One of the most interesting items was rendered by a member of the "M.L.A.," who gave remarkable life-like imitations of the cries of several well-known birds. Besides uttering the cries, this performer copied the particular motions and habits of each bird he was imitating, provoking a great deal of laughter from the grown-ups, and filling the great number of children present with delight.

A rehearsal was held on Thursday night, this company of Chinese entertainers giving their performance proper last night. Another concert will be given tonight, when it is hoped a big number of persons will attend to contribute to a most worthy cause.

Mr. C. O. Wu, the Chinese Minister at Washington, intimated to Colonel Stimson, the Secretary of State, on June 6, that China would be pleased to receive an Ambassador from the United States and to raise the Chinese Legation at Washington to the same rank.

#### JAPAN'S TRADE.

#### THE FIGURES OF COMMERCE WITH CHINA.

Shanghai, July 5.

Japan's trade with China in June was as follows:

Exports, 36,000,000 yen, and imports 20,000,000, making a total for the first half year of exports 260,000,000 and imports 202,000,000; compared with last year's totals for the same period of exports 270,000,000 and imports 220,000,000. —Reuter.

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OF OUR GREAT



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#### 150 STRAW HATS

USUALLY

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NOW \$2.50 and \$5.50

#### 75 RAIN COATS

USUALLY

\$13.50

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#### 40 HAND BAGS

USUALLY

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NOW \$7.50 to \$9.75

BATHING SUITS, SHOES AND CAPS

LESS 20%

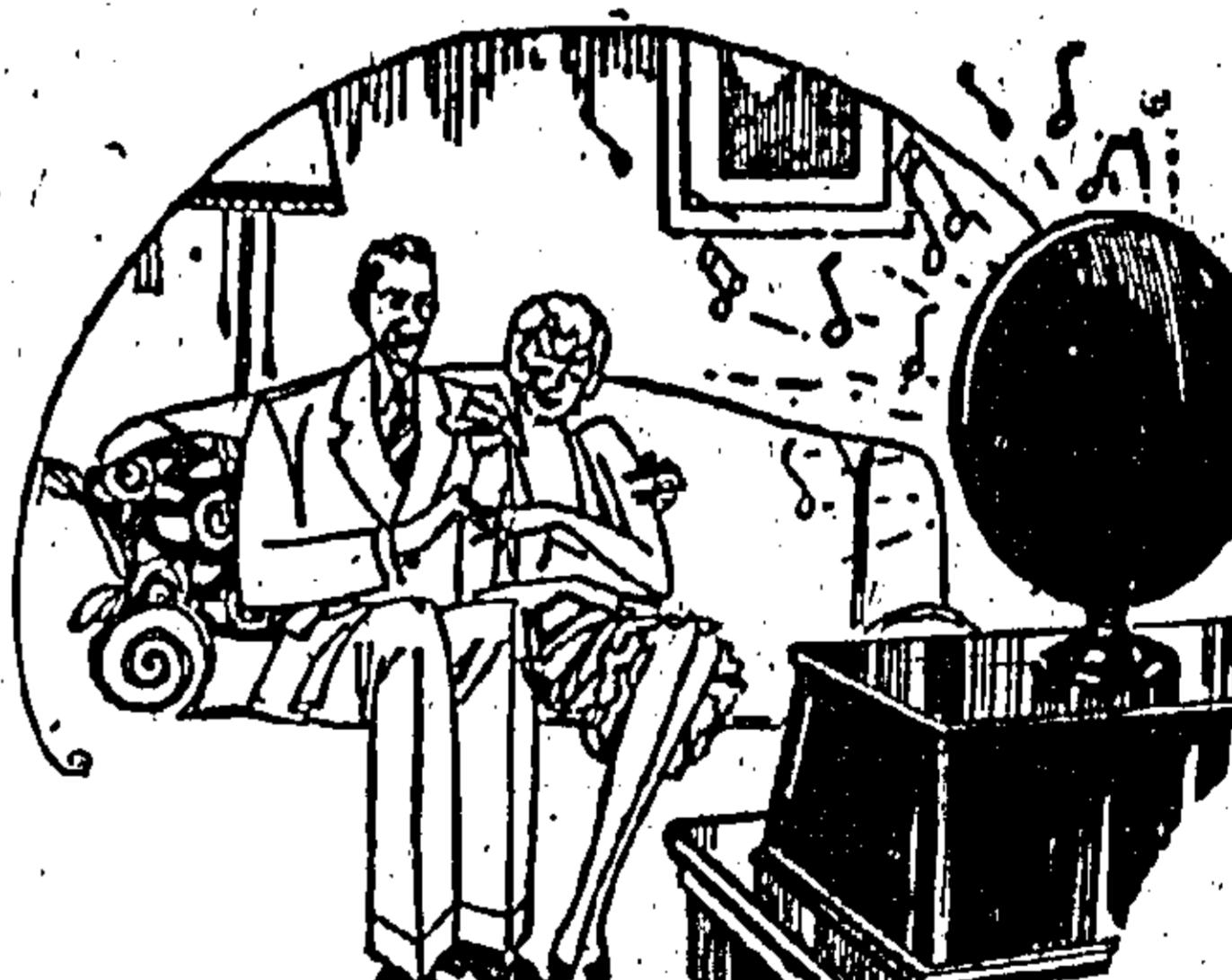
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A BIG SELECTION OF  
PINEAPPLE STRAW HATS  
AND CHILDREN'S STRAW HATS

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Arrange with us for a Demonstration.

Full stocks of Accessories, Valves, etc.  
including screen grid 2 and 6 volt. valves.

# TO-DAY'S WANTS

25 WORDS — ONE DOLLAR

(\$1.50 IF NOT PREPAID)

The following replies have been received:

295, 300, 301, 305, 306, 315, 344, 363, 371,  
374, 376, 381, 385, 411, 426, 427, 443, 445  
455, 461, 462, 465, 474, 476, 486, 505, 512,  
536, 540.

## SITUATIONS VACANT.

WANTED.—Young Chinese male stenographer for Amoy. Reply Secretary, P.O. Box 22.

WANTED.—For outport European job printing establishment in full running order, competent senior works foreman of Portuguese nationality. Excellent prospectus right man. Application stating age and complete list of positions held since apprenticeship till time of application together with copies of references to be sent to Box No. 637, care of "Hongkong Telegraph." All applications kept strictly confidential.

## PREMISES WANTED.

WANTED.—Unfurnished FLAT of three or four rooms close to city. Will not consider buying furniture. Write Box No. 540, care of "Hongkong Telegraph."

## WANTED.

WANTED.—FOUR-SEATER CAR, must be in good condition and fairly recent model. State mileage done and lowest price acceptable. Owner driven preferred. Write Box No. 639, care of "Hongkong Telegraph."

## FOR SALE.

FOR SALE.—ICE BOX for carrying on back of car. Well made, practically unused. Hawker, Hotels Co.

NOR SALE.—On Broadwood Road, 3 roomed BUNGALOW. Write Secretary, Post Office Box No. 22.

WATER TANKS FOR SALE.—100 gallon Steel Drums, for sale, these are good strong tanks for reserving water for household use, and galvanized inside and outside, will not rust. Price \$15.00 each, Kwong Sang Hong Ltd., or 134/5, Praya East, Wan Chai.

## 'PEAK MANSIONS.'

CUTINATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed and Six-Roomed APARTMENTS.

with all Modern Conveniences, Dryings Rooms and Out-houses. Two lifts. Apply to—

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MASSEUR R. SHIMIDZU.  
MASSEUR S. HONDA.  
MASSEUR S. KISAKI.  
Recommended for many years by Government Civil Hospital, Penitentiary, etc., and by all the local doctors.

No. 24, Wyndham Street, Tel. 0481.

## NEXT WEEK

IS

## UNIVERSAL WEEK

AT THE

# QUEEN'S

LAURA LA PLANTE

in

"HOME JAMES"

REGINALD DENNY

in

"THE NIGHT BIRD"

NORMAN KERRY

in

"THE FOREIGN LEGION"

*Don't Miss These Splendid Pictures!*

## New Advertisements

### WATER EMERGENCY COMMITTEE.

A Control Office has been opened, as from to-day, at Post Office Building, 1st floor.

All inquiries and communications regarding the importation of water should be made there.

### WILL STEAMSHIP AGENTS PARTICULARLY NOTE.

Tel. No. C.2527 & Govt. No. 284.

By order,  
H. S. ROUSE,  
Secretary.

Hongkong, 1st July, 1929.

### CHURCH NOTICES.

To-morrow the Sixth Sunday After Trinity.

### LOCAL SERVICES.

St. John's Cathedral, Hong Kong, July 7th, 1929. 6th Sunday after Trinity. Holy Communion, 8 a.m. Children's Service, 10 a.m. Sunday School at Peak School, 10 a.m. Service of Thanksgiving for H. M. The King's Recovery, 11 a.m. Preacher: The Dean. Holy Communion, 12 noon. Evensong, 6 p.m. Preacher: Rev. G. K. Carpenter.

Union Church, Kennedy Road, Sunday, 7th, July, 1929. Morning, 11 a.m. There will be a Service of Thanksgiving for His Majesty's Recovery. The Committee of St. Andrew's Society will attend. After the Thanksgiving service the Communion of the Lord's Supper will be observed. Evening Service, 6 p.m. Preacher: Rev. F. C. Young. Hymns, 269, 386, 31, 665.

TO LET.—A FLAT at Saifee Terrace, First Floor, Nathan Road, Kowloon. Apply Kayamally & Co., 20, Queen's Road Central.

TO LET.—OFFICE in Asiatic Building. Apply to the Secretary.

TO LET.—Large and airy Office ROOMS, overlooking Queen's Road. Apply to Kayamally & Co., 20, Queen's Road, Central.

TO LET OR FOR SALE.—On Broadwood Road, two semi-detached 5 roomed HOUSES, with tennis court and garage to each house. Write Secretary, Post Office Box No. 22.

TO LET.—At Peak for 6 or 7 months. Six roomed modern HOUSE, 3 Bedrooms with bath-rooms attached. On Motor Road. Garage. Write Box No. 538, care of "Hongkong Telegraph."

TO LET.—No 14, Knutsford Terrace, Kimberley Road, Kowloon, 6 roomed HOUSE with tennis court and view of harbour. Apply Mr. See Kon Chi. Exchange Building (3rd floor).

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### APARTMENTS TO LET.

VICTORIA PRIVATE HOTEL, HANKOW ROAD, KOWLOON, rooms with full board from \$95. to \$130. per month, double rooms for 2 persons with full board from \$180 per month, daily rates from \$4 per day. European management. Tel. K.357.

Wesleyan Methodist Church, Queen's Road East, Sunday Services: Morning 10.15 a.m. Preacher: Mr. W. H. Smith. Evening: 6 p.m. Thanksgiving for the recovery of H.M. The King. Preacher: Rev. J. C. Knight. Ansteys Service at Hankow Barracks: Morning: 10 a.m. Preacher, Rev. J. C. Knight. Ansteys. Sailor and Soldiers Home, Praya East, Sunday, 3 p.m. Mens Bible Class, Sunday, 8.15 p.m. Service Mens Hour, Wednesday, 8.30 p.m. United Fellowship Meeting.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Services, 11.15 a.m. Subject "God." The Sunday School is held on Sunday Mornings at 10 o'clock. Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5.30 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room Branch of The Mother Church. The First Church of Christ Scientist, in Boston, Mass., U.S.A.

M. C. L.

### PRISON BRANCH RAFFLE.

Winning Tickets

No. 173

Delivery to be had from MESSRS. TYER & CO., Queen's Road, Central on production of ticket.

### SHAMEEN PRINTING PRESS

AGENTS FOR

The Hongkong Telegraph.

TO WHOM ALL LOCAL ENQUIRIES SHOULD BE ADDRESSED.

## Lammert's Auctions

### PUBLIC AUCTION

Messrs. LAMMERT BROTHERS have received instructions from the Mortgagor to offer the valuable leasehold properties known as 22 Robinson Road, and

24 Robinson Road, for sale by Public Auction, at their Sales Room, No. 4, Duddell Street, on Monday,

the 8th day of July, 1929,

at 3 p.m.

For further Particulars and Conditions of sale apply to the Crown Solicitor, Courts of Justice, or to:

MESSRS. LAMMERT BROTHERS,  
4, Duddell Street,  
Hongkong, 25th, June 1929.

### PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

On WEDNESDAY, the 10th July, 1929,

commencing at 2.30 p.m., at the Sales Room, Duddell St.

A Valuable Collection of Carios, comprising:

Ornaments, Bronze Incense Burners, 5-colour and 3-colour Vasch, Bowls, Plates, Pots, Crystal, Agate, Coral and Jade Ornaments, Embroideries, Lacquer Cupboards, Chairs, Screens, Blackwood Joss Tables Tea Pots, Opium Stools, Jardiners, Brass Incense Burners, Chinese Hand Paintings, etc., etc.

On View from Tuesday, the 9th July, 1929.

Catalogues will be issued.

TERMS.—Cash on Delivery.

LAMMERT BROS., Auctioneers.

### PUBLIC AUCTION

The Undersigned have received instructions to sell by Public Auction,

on Friday, the 12th July 1929,

commencing at 5.15 p.m., at their Sales Room, Duddell Street.

A Collection of Valuable Postage Stamps, comprising:

Rare China, Ceylon, Thibet, Federated Malay States, Hong Kong, Great Britain, Macau, North Borneo, Malaya, Borneo, Exhibition, Trengganu, Mongolia, Siam, Straits Settlement, etc., etc.

Catalogue will be issued.

On View from Monday, the 8th, July 1929.

TERMS.—Cash on Delivery.

LAMMERT BROS., Auctioneers.

## REGINALD DENNY.

### SHOWING AT THE QUEEN'S ON TUESDAY.

Many of the most entertaining features that can occur in a motion picture are jammed with gusto into the Reginald Denny vehicle, "The Night Bird" which comes to the Queen's Theatre on Tuesday.

This comedy has everything that makes for laughter and all the ingredients of the entertainment pie. The photoplay is a comedy-drama or a romantic-comedy or a thrill-comedy and it is all rolled into one riotous picture.

There is a love theme running through the story—a theme of transcendent beauty all the more unusual, for "The Night Bird" is aimed for daughers and not only brings them down but touches the heart strings as well. The prize fighting in the picture is the best ever seen on the screen.

Denny's acting ability is responsible for the great majority of the laughs. His expressions in times of stress are ludicrous; he does one of those excruciating dances aided by Corillas Palmer; and the prize fight scene where he must end the fight quickly to get away to save his fiancee from the cruel villain present a new idea in motion picture comedy.

### THE WAR DEBTS.

### FRENCH GOVERNMENT'S PROBLEM.

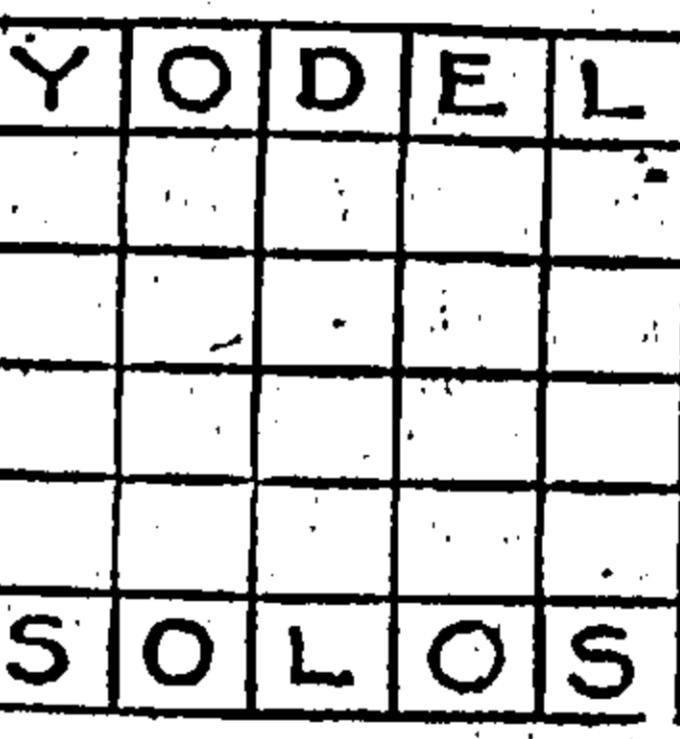
Paris, July 5.

The difficulty of obtaining a majority in the Chamber for ratification of the debt agreement with America, without conditions unacceptable to the Government, is seriously perturbing Ministers.

M. Poincaré suddenly convoked the Cabinet to-day, and it discussed for one and a half hours the parliamentary situation arising from the debt question.—Reuters.

### LETTER GOLF.

Once you get the idea it's easy to YODEL SOLOS. Par is five.



1.—The idea of letter golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2.—You can change only one letter at a time.

3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4.—The order of letters cannot be changed.

One solution is printed on another page.

## NOW ON

# SALE

## VICTOR RECORDS

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## TSANG FOOK PIANO

COMPANY.  
ICE HOUSE STREET  
Phone C. 4648.

Few co-eds are in a class by themselves.

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## MASSAGE HALL

### MRS. S. UZUNOYE

## The Avoidance Of "Summer Trouble."

Your susceptibility to "summer trouble" is increased by intestinal congestion. The key to the sustenance of good health during the hot season—as all the year round—lies in daily elimination of the waste materials which, if allowed to accumulate in the intestinal tract pollute the blood and poison the whole system.

In Pinkettes you find a mild yet thorough laxative and liver regulator which, taken when needed, goes far to avert "summer trouble" and to ensure your general fitness. Pinkettes are obtainable from chemists everywhere, 60 cents the vial.

**PINKETTES**  
 THE GENTLE LITTLE LAXATIVE  
 LIVER REGULATOR.  
 COOL THE BLOOD, INCREASE THE APPETITE, AND DIGESTION.  
**KEEP YOU WELL**

Pressureless Touch—  
 Non-Breakable Barrel  
 28% lighter than rubber

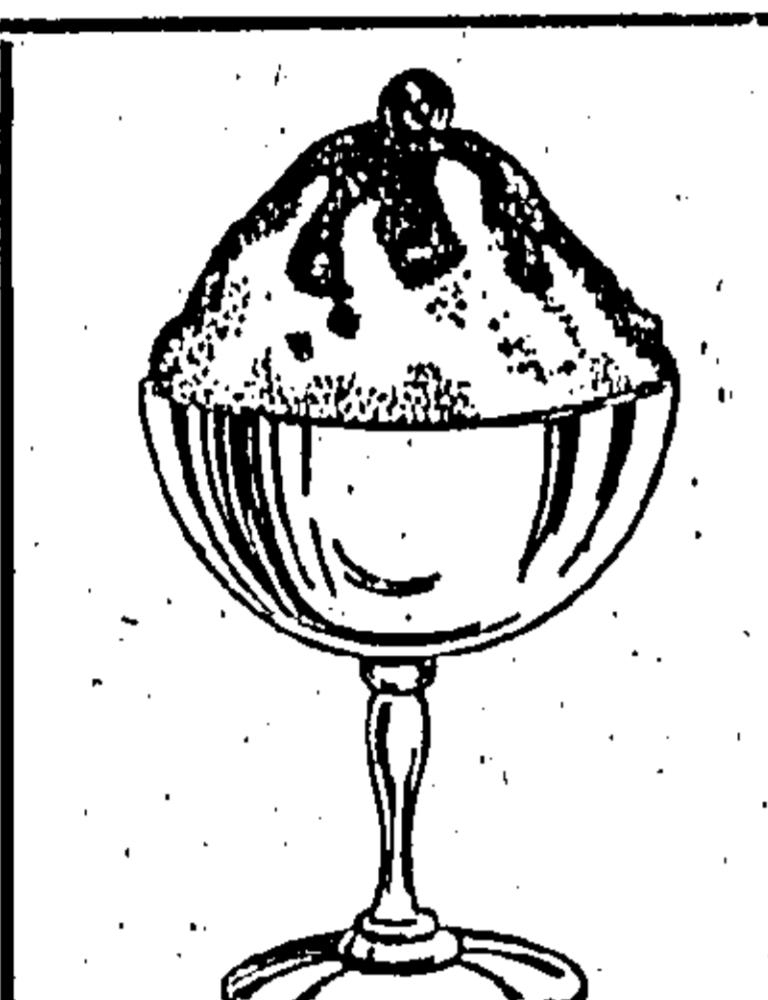
"Sure-fit" every time you call on it to write—that's why the Parker Duofold—a real "fit to 1" favor—is among students—is constantly increasing its lead.

Mandarin Yellow with smart black tips is the latest effect that this style starter introduces. Duofold in Black-tipped Lacquer-red, Jade, Lapis Lazuli Blue, or Flashing Black and Gold—is the same pen in a different dress.

Give your eyes a feast—give your hand a treat, at the nearest Parker Duofold pen counter.

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DAINTY DEODORANT  
 a NECESSITY in hot weather.

THE COLONIAL DISPENSARY.  
 13, QUEEN'S ROAD CENTRAL.  
 Tel. C. 1877.

# WOMAN'S WORLD

## FOR OUR LADY READERS.



"Accessories to match" is a rule to be kept by the woman who would be called well-dressed. Here are two ideas for the popular scarf set: scarf of printed crepe de chine, accompanied by a flat pochette, and a hat which is underlined and draped with the same fabric. The triangular kerchief in check crepe, edged with silk fringe, finds its complement in belt and hand-bag, while the Baku hat is in exactly the same tone as the fringe.

## Important Children.

## HOW THEY SOOTHED FAMOUS MEN.

What an interesting and historic part little girls have played in the lives of some of our most famous men.

Little boys seem to have been completely cut out from the role of favourites. Perhaps because they could never be quite so comforting and attractive. Also because they have usually been packed off to school.

It is probable that before this year is out we shall be given a life story of Lord Rosebery. And if this rumour proves correct, the thirteen-year-old Ruth Primrose will surely figure prominently in the work.

Lord Rosebery found infinite happiness in the company of his granddaughter. She was a pretty, but tragic little figure. Her father had been killed in action in Palestine during the war, and her beautiful mother died following a hunting accident. But there developed a wonderful bond between Lord Rosebery and this lonely little maid, and she was with him on all holidays and on every other occasion that was possible.

Little Miss Primrose must have often made him feel youthful, for he celebrated each birthday with a glorious display of fireworks, entirely because they gave her so much delight.

## Gladstone's Comforter.

Another granddaughter, Miss Dorothy Drew, charmed the fireside of Mr. Gladstone in his intervals of great anxieties. There was also at Hawarden a black Pomeranian called Petz, and when Mr. Gladstone made what proved to be his last journey to Cannes, the little girl and the dog moved over to Buckley Vicarage. The pretty story is told that Petz would be constantly running back to the old home and insisting that Dorothy Drew should accompany

him. Finding the house lacking its beloved master, the dog pined and died, just after Mr. Gladstone had returned to die.

Miss Dorothy Drew was for a long while the most famous little girl in the kingdom. It is even said that the idyllic picture of the statesman playing with the child on his knees gave Sir Frank Lockwood the idea for a caricature which depicted the Grand Old Man dancing on his lap the burly Sir William Harcourt in a frock and sash. King Edward so much enjoyed the whim that he obtained possession of the picture.

## Royal Importance.

There seems to be a tradition about these little girls of obscure importance. It is a pretty thought that the line of succession is never broken, but none has been of such importance as Princess Elizabeth. A charming incident of the recent holiday, when this little girl witnessed the changing of the guard and waved to an admiring crowd in the quadrant at Windsor, was just another reminder that she has completely won the hearts of the King and Queen.

It is significant that, at the earliest moment after His Majesty had begun his recovery, little Princess Elizabeth was taken to him, and, when the King moved from Bognor to Windsor, it was his express wish that this little maid of great importance should be there also.

Another little girl of some importance was Mary Angela Dickens to whom her beloved grandfather was always "Venerables." She never thought of the famous novelist as a great man, but he appeared to her in one light which is unfamiliar to us. One day at Gads Hill, a sauceman of boiling water upset over her foot and Charles Dickens was the only doctor who could do it any good. It took a long time to get well, but grandpa gave such tender and effective treatment, that when at last Mary Angela had to go to her own home, she wept torrents of tears.

These little girls have helped to make history, and we shall never know quite how much we owe to them, through the joy they brought into the lives of the great men who loved them.—By HAROLD HASTLE.

## For the Housewife.

## CURTAINS OF DISTINCTION.

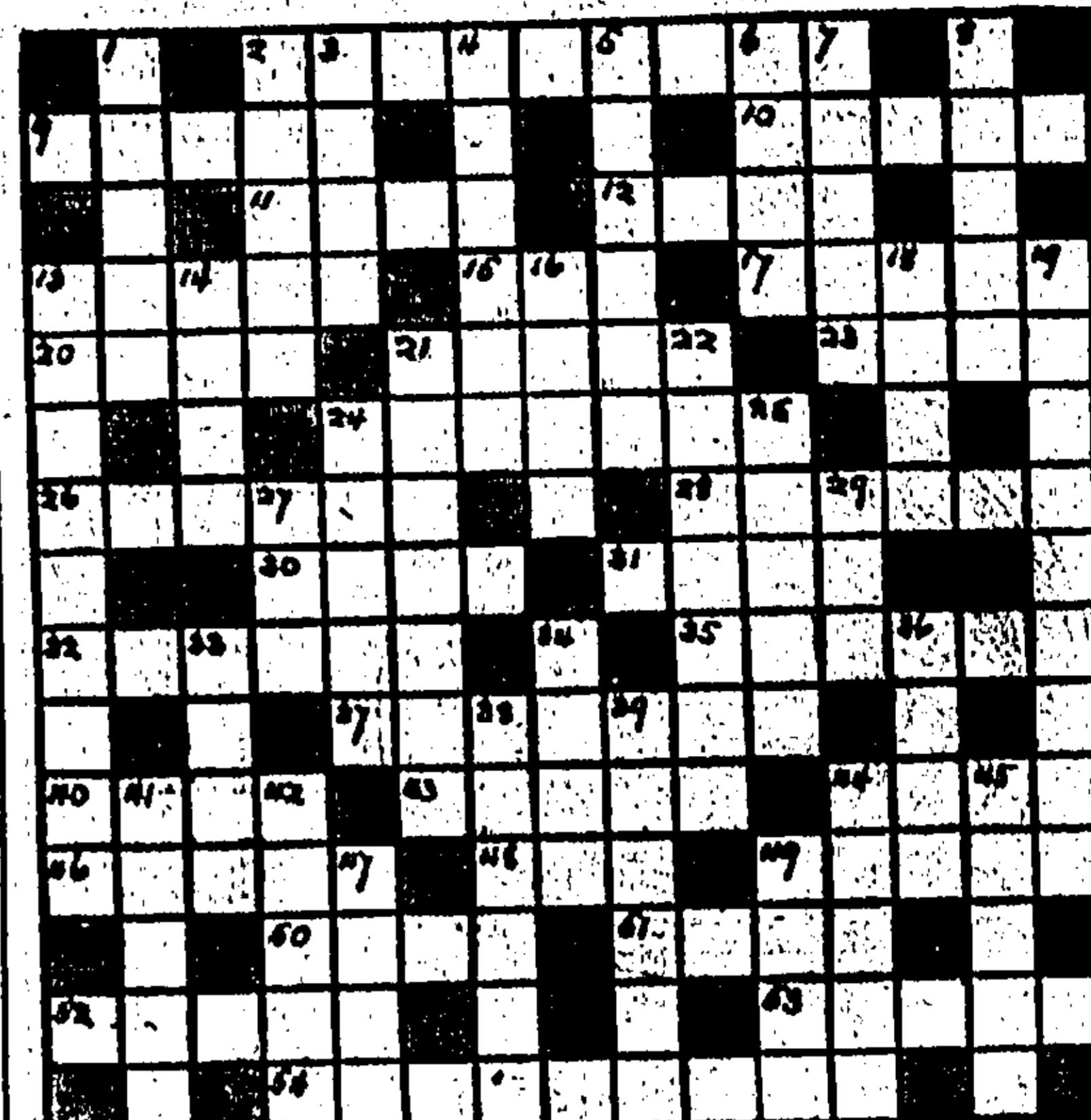
Free treatment of embroidery is one means whereby curtains that are both different and distinctive are to be attained. The body of the curtains is of a heavy furnishing artificial silk velvet, and the embroidery is applied in an apparently nonchalant manner; but though the two curtains are not alike in design, the pair, of course, balance and form a well-thought-out whole. They are not over-weighted with design which is doubtless part of their attractiveness. The motif of the decoration appears again upon the pelmet. These curtains can be produced in any colour combination.

Artificial silk-taffeta is another material which lends itself very well to a somewhat similar treatment. But in this case, the ornamentation consists of a new process of applique and embroidery work, one large floral spray being applied to the centre of each curtain. The colours employed in the embroidery are then taken up and repeated in the strands of the silk fringe that edges the pelmet. Any colour scheme may be carried out by the firm which specialises in this type of window drapery.

Where time and wear has faded carpets and upholstery, which yet have long years of usefulness before them, new curtains often fail to harmonise with their more mellowed surroundings. They either make the rest of the furnishings look shabby, or alternatively the soft tints of the older fabrics make the new stuff look garish by comparison. For such a room there is nothing quite so happy as a certain damask which simulates the appearance of a rich old Venetian velvet. It is made in such combinations as heliotrope ground with Havana, green with old red, nigger-brown with rose, and blue with Havana.

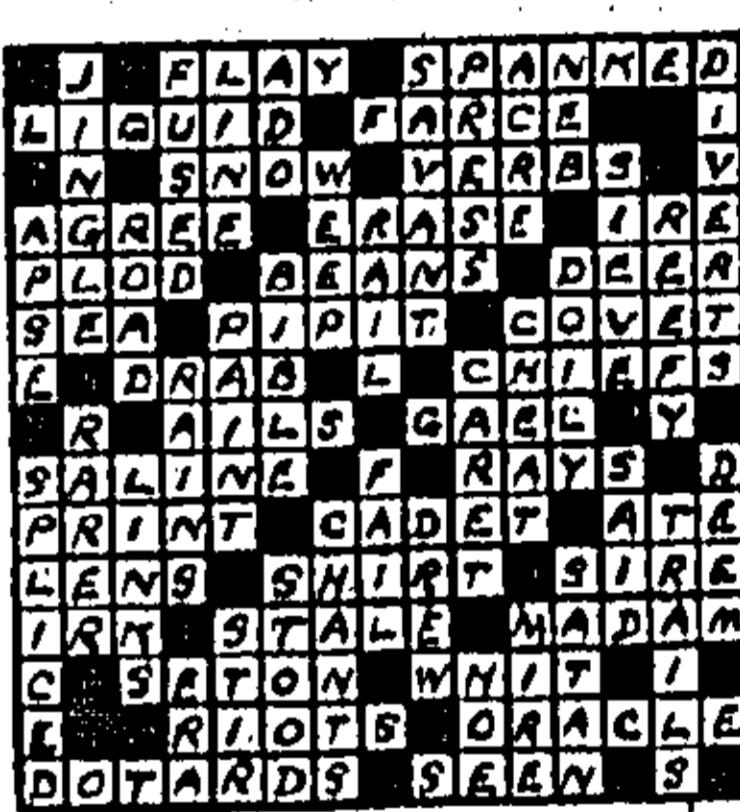
On the other hand you can buy a creation that is one of the latest designs of a celebrated artist of the modernist school, a medley of roses growing in gay coloured pots against a background of cubes and angles.

## OUR NEW BRITISH CROSSWORDS.



- Across  
 2 Makers.  
 9 Small boat.  
 10 Different.  
 11 Rouse from sleep.  
 12 Ball of thread.  
 13 Multiplied into itself twice.  
 14 Tap.  
 17 Entice.  
 20 Give audience.  
 21 Famous goddess.  
 23 Cease to possess.  
 24 Benediction.  
 26 Fillet of silk.  
 28 The one following.  
 30 Leave unperformed.  
 31 Distinction.  
 32 Kind of sofa.  
 35 Reprover.  
 37 Sketched an outline.  
 40 Gives sparingly.  
 43 Sedate.  
 46 Pelets.  
 48 Systems of eating.  
 49 Remaining fragment.  
 50 Swift.  
 51 Colour.  
 52 Threes.  
 53 Cuttle-fish.  
 54 Aver.  
 55 Saved.
- Down  
 1 Worth.  
 2 Force.  
 3 Peruse.  
 4 Intensify.  
 5 Prickly plant.  
 6 Dispel.  
 7 Metal.  
 8 Crics.

Yesterday's Solution.



## THE NAVY'S CHOICE

**Coates**  
 ORIGINAL

**PLYMOUTH GIN**

OBtainable. EVERYWHERE.

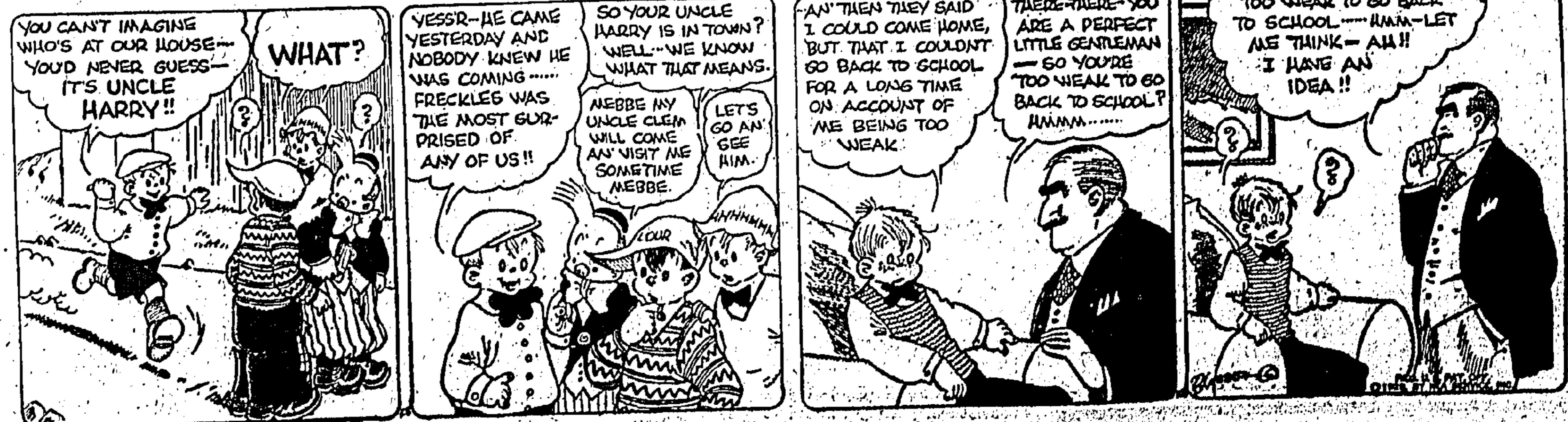
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**CEYLON TEA**

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By Blossey

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will not embarrass you.

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METAL  
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THAT DO  
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CRYSTAL PURE CORK WALLS WILL SAVE YOU  
HUNDREDS OF POUNDS OF ICE

Crystal has MORE CORK than any refrigerator in its class. It is PUKE GENUINE cork and is PACKED VERY TIGHTLY into the walls (not loosely packed in).

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HARDWARE DEPT.  
PHONE C.4567.

## THE LARGE NUMBER OF WAYGOOD-OTIS LIFTS

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IN LOCAL BUILDINGS  
IS PROOF OF THEIR  
SUPERLATIVE MERIT.

THE MAJORITY OF  
LIFTS YOU USE  
ARE  
WAYGOOD-OTIS

ERECTED & MAINTAINED  
BY  
DODWELL & CO., LTD.  
SOLE AGENTS FOR  
HONGKONG & SOUTH CHINA.

### DEATH.

MACKINTOSH.—In England, on July 4th, 1929, Ian, younger son of Mr. and Mrs. F. A. Mackintosh, of Hongkong, from diphtheria.

The Hongkong Telegraph.

SATURDAY JULY 6, 1929.

### THE WATER CRISIS.

The most important development of the week so far as the water crisis is concerned is the definite conclusion reached by the Government that the supply of water direct from the mains to houses on the lower level is not feasible. This means, unless the official attitude undergoes another change, that so long as the drought continues the tank-and-bucket system will remain in force. Already, the main grounds on which the Government has reached its decision have been outlined, but we are promised an official memorandum on the subject, which will doubtless throw more light on the matter. The public will await the appearance of that document with intense interest, no section of the community more so than those who have to suffer the hardships and inconveniences of the existing method of supply.

In a matter of this kind, the layman cannot, of course, be expected to refute the arguments of the expert, but, all the same, there is a very widespread feeling that the idea of a supply to houses ought not to be abandoned until it has been made absolutely certain that the plan is not workable. The Government cites both expense and increased consumption as factors against the proposal. When its detailed memorandum is issued, it may be found that the figures used to back up the official argument are capable of variation. At any rate, if there are residents with technical knowledge on the subject which might be useful in reinforcing the demand for house supplies, it is to be hoped that they will not hesitate to make their views public. At the moment, we cannot resist the impression that the Government is rather overawed by the difficulties of the problem, and is inclined to stress these rather than to seek every possible means of conceding what is admittedly the only sane method of distribution. A point which naturally arises is whether, if pumping into Tyam is too costly, some other means cannot be devised of getting water into the

mains. One suggestion along these lines made in a contemporary by a resident with expert knowledge was the use of storage ships as pumping stations. He puts forward the idea that two or three old ships should be bought, the main engines removed, the engine-rooms converted into pumping rooms and the discharge pipes connected to the mains by special pipes with non-return valves. The cost, he asserts, would be low, and by the use of three such vessels we should imagine that quite sufficient water could be pumped daily into the mains to meet current demands. There may, of course, be objections to the scheme, but, on the face of it, some such idea seems practicable. The suggestion is at any rate well worth exploring.

Our anxiety is that every possible effort should be made to solve the problem along the line of house supplies. The existing system is unsatisfactory almost to the point of being intolerable. The cluttering up of the Colony with tanks, involving heavy non-productive expenditure, and the daily scramble for supplies at the street fountains—these things do not strike us as being at all a business-like method of handling the situation. Moreover, if the drought continues and we have to face a winter on rationed supplies, we venture to think that there will be a public outcry against the perpetuation of the tank-and-bucket system. One thing we do say—namely, that considerations of cost are of secondary account in a matter of such importance as the supply of life's necessity to the people.

### U.S.A. and War Debts.

The opinion of Dr. Grier Hibben, the President of Princeton University, that the United States should have been more generous in the settlement of the war debt with Britain, may cause discussion, but is unlikely to influence Washington, whose officials periodically announce that no change of policy is contemplated. Dr. Hibben's statement may offer the consolation that the trend of weighty thought in the United States still favours reversion, though we are at a loss to understand why the views he expressed should, according to Reuter, have created a sensation. Dr. Hibben has long been associated with famous Americans, including Dr. Nicholas Murray Butler, the President of Columbia University, Mr. Baker, the former Secretary of War, Mr. Frederick Peabody, a noted New York lawyer, Mr. T. P. Macaulay, of the Sun Life Assurance Company, and others in urging the reconsideration and revision of debt settlements with America's former associates in the war. Two years ago, he issued a remarkable document, signed by 110 members of the Faculty of Princeton, pleading the cause of the Allies, condemning the settlements as unsound in principle and as fostering a deep sense of grievance against the United States. The great point of these American economists and political scientists is that America lent the money in order that America should play her part in helping to win the war and that "if the Allies had spared lives, our war, as well as theirs, would have been lost."

It is also claimed that the material interests involved are relatively small, that the honour of the country is being bartered for \$21,000,000. It is further urged that when voted by Congress, the loans were regarded as contributions to a common cause. We hasten to point out that these are not necessarily our views, but those of prominent Americans. It is, however, obvious that Britain, in being asked to pay 82 per cent. as against 50 per cent. by France, 54 per cent. by Belgium and 26 per cent. by Italy, has been somewhat hardly treated in view of the fact that we borrowed, not for ourselves, but on behalf of our Allies, who were also the Allies of the United States. Since we have also declared our willingness to forego repayment from our Allies to the exact extent America offers us relief, one is inclined to wonder regarding the American profession of desire for a prosperous Europe. The dictum that the debts must be paid to the financial capacity of the borrowers is to some extent iniquitous in the sense that it offers no prospect of real progress in the countries affected for a period of 50 years. America is slow to admit herself in the wrong; indeed, may in justice decline to admit it, but "revelation" at some time seems as certain as anything in the field of international relations.

As the dummy is exposed and the declarer plans to convert losing tricks into winning tricks, he prepares to utilize the working tools—finessing, squeezing, ruffing, shuffling (discarding low cards of another suit upon winning cards) and throwing the lead. At times, when finessing, it is advisable to employ the "feint" finesse, an illustration thereof being as follows:

Dummy—diamonds A J 10 7.  
East—  
Declarer—diamonds K 9 6 5.  
West—

You will note that the finesse may be taken either way. If there has been no indication of the location of the Queen of diamonds, the Jack of diamonds should be led from the dummy to coax east to cover with the Queen of diamonds. Regardless of whether east does so or not, declarer should play the King of diamonds. On the next round he should lead the 9 of diamonds from his own hand and finesse unless it is covered with the Queen of diamonds by west.

### DAY BY DAY.

MOST OF THE GREAT BUSINESS SUCCESSES HAVE BEEN FOUND IN THE FIRST PLACE ON IMAGINATION.—  
Barry Pain.

His Excellency the Governor has declared Tsun Wan to be a port of the Colony.

To the register of chemists has been added the name of Mr. Wilfred Mills, of Messrs. A. S. Watson & Co., Ltd.

Mr. T. H. Rolland of the P.W.D. is the only Government passenger leaving for Home on the s.s. Kashgar to-day.

His Excellency the Governor has appointed Mr. T. M. Hazlerigg, M.C., to act as a Police Magistrate in addition to his other duties.

The name of Dr. Au King, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong, has been added to the list of medical practitioners.

For the quarter ended June 30th, there were 78 samples analysed under the Sale of Food and Drugs Ordinance in Hongkong. All were genuine excepting one of milk.

The death is announced of Mr. Frederick Robert Charles Surplice, of Worthing, late Commissioner of Chinese Customs. Mr. Surplice died in a nursing home on June 6, in his 63rd year.

The Banque Franco Chinoise announces that the Chinese Maritime Customs having effected the first payment for the year 1929 on the Boxer Indemnity, the coupons No. 0 or the 5% Gold Loan 1928 will be redeemable from the 16th instant through their Agencies.

Among the passengers leaving for Home to-day on the P. and O. s.s. Kashgar are Mr. P. Green, Foreman Superintendent of the Electrical Engineer's Department of the Naval Dockyard, Mr. P. G. Hall of the R.F.A. Belgo and Mr. Stribley, Commissioned Engineer of H.M.S. Bruce. At a happy little ceremony at the Dockyard Recreation Club, Mr. Green was the recipient of a handsome blackwood and silver tray and stand. This was handed to him by Mr. E. E. Benham, the Superintendent of the Electrical Engineer, who wished the departing member all success in his new appointment at Portsmouth. Mr. F. W. Brown, Senior Supervisor of the Dockyard, presided over the gathering.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parenthesis indicating deaths:—Plague, Alexandria 1, Bichidid 2, Bassin (3), Rangoon (3), Colombo 1 (1), Phnom Penh 2 (1); Cholera, Calcutta (51), Rangoon (1), Tuticorin 4 (8), Bangkok 6 (2), Phnom Penh 5 (2), Saigon 17 (8), Swatow 4; Smallpox, Berbera 1, Aden 55 (6), Kamaran Quarantine Station 1, Bombay 31 (23), Calcutta 8 (6), Karachi 4 (4), Madras 22 (4), Moulmein 3 (3), Negapatam 3, Vizagapatam 2 (1), Mincasser 6 (5), Belawan Dell 1, Portlank 1, Samarinda 3 (1), Phnom Penh 2, Saigon 1, Swatow 9; Cerebrospinal Meningitis, Shanghai (6).

## BRIDGE MADE EASY

by  
W. W. Wentworth

(Abbreviations: A—ace; K—king; Q—queen; J—jack; X—any card lower than 10.)

### Declarer's Strategy—1.

As the dummy is exposed and the declarer plans to convert losing tricks into winning tricks, he prepares to utilize the working tools—finessing, squeezing, ruffing, shuffling (discarding low cards of another suit upon winning cards) and throwing the lead. At times, when finessing, it is advisable to employ the "feint" finesse, an illustration thereof being as follows:

Dummy—diamonds A J 10 7.  
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West—

You will note that the finesse may be taken either way. If there has been no indication of the location of the Queen of diamonds, the Jack of diamonds should be led from the dummy to coax east to cover with the Queen of diamonds. Regardless of whether east does so or not, declarer should play the King of diamonds. On the next round he should lead the 9 of diamonds from his own hand and finesse unless it is covered with the Queen of diamonds by west.

### A JAVA VIGNETTE.

Sunshine and Song in Bali.

Don Pasan, Isle of Bali.

Here beneath this far-spreading banyan on such a golden morning as only Bali can give, we have them both, sunshine and song, in measure almost beyond conception. It is no long time since the first white man looked upon this spectacle which has now been provided for us, a few far-come Europeans gathered in this fairy land of the eastern sea.

Never was there anywhere such a banyan as this. It covers more than an acre, and on one side its great fronds droop to within a few feet of the ground, forming a great arbor, a natural stage setting. And in its deeper shade are grouped the musicians of Bali with their instruments, an Oriental orchestra of sweet-toned bells and gongs, xylophone-like producers of deep-noted singing chords, flutes and strings, and sharkskin drums which give forth a low rumbling sound recalling one of the primitive jungle days.

At the right are the walls of the temple enclosure, strangely adorned with native sculpture not lacking a definite artistry which manifests itself now and then in startling ways. The religious and the secular are blended. Some of the sculptors of Bali have seen the more antique of the motion pictures at Baloceling, and the result is that on the one hand we find the figures of the ancient divinities of the Hindus and on the other a scene from a venerable movie, a western "hold-up," by a fantastic Hindu-European with an astonishing weapon. Thus the Balinese, his urge to expression scarce satisfied by a continued portrayal of vague divinities, turns to modernism.

But that is only a detail of the picture, not at all an uncommon one in this enchanted isle whose originality and untouched charm are already dismayed at the avid advance of a world which is just discovering them. And of that originality what we are about to see is the climax. It setting is the environment of a golden dream. "Golden" is the only word, because gold is everywhere. It filters through the tropical verdure in splashes and in tiny, searching fingers. It lies in broad pools where the shade of the banyan tree no longer rebuffs the swiftly ascending sun. It gives forth its shimmering reflections from the gorgeous and precious head-dress of the gayly bejeweled temple dancers. It seems even to shine from their glowing eyes as they joyously prepare to re-enact the ceremonies of 300 years for a quintette of half-incredulous Europeans. Their rings and anklets and bracelets, sacred to this climatic occasion, are yet less golden than the morning sun. But the high, sweet notes which come now from their youthful lips rival songs of the tropical birds!

Sunshine and song—and Bali! And here on the south coast where a generation ago there was a Balinese kingdom owing allegiance to no foreign potentate, is Bali at its best. Though its sturdy, alert folk are now the subjects of a faraway queen, yet their songs are still happy, their dances still gay with the old zest, and the rich exotic lure of their life and land is still unaltered, and the gold of their sunshine can never be tarnished!

Two maidens with golden head-dress, raiment of silk and brocade, ornaments of jewels and precious metal, invested with all the dignity of those about to engage in an affair of high import, come forth from the temple gateway and stand together, before us, my fellow wanderer and I, that we may bring into action the ubiquitous camera. For this scene, this setting beneath the broad-spreading banyan, with the Balinese orchestra of twoscore pieces at the back, the great circle of native villagers at the palm-arched roadway winding on toward the jungle-clad hills, all this we must of a certainty perpetuate in accurate record, even though from our memories it may never fade.

We photograph, from many angles while the villagers wait patiently, and the wondering, half-afraid children creep closer and closer. The twin dancers "pose" with the courtesy of a friendly folk, though already the weight of their ceremonial adornment is bringing little beads of moisture to their childish brows. Presently the dance, the "Legong" ritual of three centuries of Hindu worship, begins. It continues for nearly an hour, a series of graceful posturings, intricate steps and symbolic gestures. There is nothing about it of the fervour, the religious ecstasy, the extreme symbolism of the Indian ritualistic dance. It is simply delicate, exquisite in grace, even childlike.

Ah, this is far from Europe, this isle of sunshine and song! And from day to day, as we visit one village after another, ever repeating our experiences at Den Pasan—except the dance which is of that village alone—we make other contacts and enjoy other experiences almost as entrancing. And we find, as we expected, that the life of Bali with its wondrous background of art, music, strange ceremonial, and unfailing friendliness to the stranger, is the great part of the appeal of the late, glorious era. Physical beauty, though, is found in many places. But the combination, this colourful life in a setting of tropical enchantment, is not found elsewhere. There is only one Bali, even as there is only one Tahiti. These are the fairest of all the fair. —M. T. G. in the *Christian Science Monitor*.

# MOTORING SUPPLEMENT

OF  
THE HONGKONG TELEGRAPH

SATURDAY, 6th JULY, 1929.

*Being The Official Organ of*  
THE HONGKONG AUTOMOBILE ASSOCIATION.

## ACCESSORIES

A big display of "Dixidite" and "Lucas" storage batteries suitable for all motor cars and radio. Also accessories of all kinds for motorcars and cycles such as,

Electric horns. Hand jacks.  
Bumpers. Foot pumps.  
Spark plugs. Wrenches.  
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&c., &c., &c., &c.,  
All at exceptionally low prices. Call  
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MOTOR ACCESSORY CO., Bank of  
Canton Building. Tel. O. 677.

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DESCRIPTION  
INCLUDING—

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NO MATTER WHAT  
YOU NEED FOR YOUR  
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## CURRENT COMMENT

### A Complaint.

An announcement appeared in the local Press on July 1st stating that licences were due for renewal on that day. A local business man, taking advantage of the fact that the day was a holiday, called at the Traffic Office in order to comply with the notice. Imagine his surprise after the trouble of ascending to the inconveniently located office, to discover that it was closed for the day, for that was all the information he could gather. It is probable that many other motorists were caused the same annoyance. Surely it might have been mentioned in the notification concerned that renewals could not be made until July 2nd on account of the public holiday.

Central Office Needed.

The Traffic Office is certainly most inconveniently situated, and it is about time that it be removed to a more central position, preferably near the Fire Station Building. Until such a move is made, it will be practically impossible to keep an effective check on overloading of various vehicles, for the simple reason that many of the heavy loads seen dragging our roads, could never make the ascent to the Police Station Compound where the only weighbridge is installed. For this reason alone, the matter should receive early attention.

Six-Wheelers.

Great strides have been made in the development of six-wheeler commercial vehicles, so much so, that in many countries these extraordinarily efficient machines have been the means of opening up districts which have previously been practically isolated on account of the roughness of the intervening country. Lord Montagu of Beaufort, one of England's most famous motoring authorities used a Thornycroft six-wheeler for his pioneer trip on his trans-desert journey from Beirut to Baghdad, at the conclusion of which, he stated that the behaviour of the vehicle surpassed his expectations. It is easy to visualise the great benefit which China will derive by the adoption of similar transportation methods, for the linking up of the Interior with the large trading centres, for not only is the new form of motor transportation remarkably effective, but most economical to inaugurate when compared with the laying down of railways. It is largely in this aspect of cost that motor communication has so much to commend it, especially to a country like China which is not over blessed with financial resources for development purposes.

Outboard Motoring.

Considerable interest appears to have been aroused in Hongkong in outboard-motoring, and it is probable that the new sport will find many followers locally. When publishing a picture last week showing two Portuguese Naval Officials enjoying a speed contest, we expressed the opinion that interesting races might be held between Hongkong and the neighbouring Portuguese Colony. We since learn that one of the Officials in question has already made the trip, and that other crossings are anticipated. Excellent and thrilling sport is provided by undertaking such a journey, and it only needs a little more enthusiasm and organisation to make a race between the two Colonies an annual fixture. With more owners, such events should be instituted, and it only needs an enthusiastic sportsman to donate a suitable trophy in order to foster interest. As we have previously pointed out, the outlay involved in purchasing one of these fascinating little craft is most moderate, and we can advise all those who desire the fullest information to address their enquiries to Messrs. Alex. Ross & Co. Ltd., who already hold stockists of various types of the famous little "Johnson" engines.

## AERO ENGINES.

Requirements of the  
Air Ministry.  
ENDURANCE TESTS.

The various processes through which British aero engines pass before they are finally accepted as airworthy and suitable for use in aircraft were referred to by Wing-Commander G. B. Hynes, Chief Inspector of Engines under the Directorate of Aeronautical Inspection, at a lecture at the Royal Aeronautical Society.

Discussing the problems of ascertaining engine performance not on the test bed but actually in the aircraft, the lecturer alluded first to the initial development running when the designer had the opportunity to alter parts, experiment with valves, timing, compression ratios, induction systems, and many other details. Then having emerged from that stage, the power unit approached the first stabilized form of performance. That was the 100-hour type test of the Air Ministry, and not until it had passed that did the engine become airworthy in official eyes. Mechanical reliability was proved by endurance tests of 100 hours for Service and 50 hours for civil engines, followed by an examination of the parts after the engine had been taken down.

## Petrol Flowmeter.

There was, however, a wide gulf between ascertaining performance on the ground and in the air, where mechanical aids to observation were almost entirely absent, and the making and recording of observations were very much more difficult. The development of a reliable petrol flowmeter was valuable as for a long time there had been reason to suspect that a considerable divergence might exist between fuel consumptions obtained under the ideal conditions of the test bed and those actually realized under practical conditions in the air.

Those differences might rise from failure of the human element to get the best possible results out of the gear as it existed, and the inherent question of natural laws and design limitations. They now had reliable data which showed that from the shortcomings of the human element engines of the same type operating under closely similar conditions might reveal the most startling variations in fuel consumption. These were due to failure to use efficiently the altitude control of the carburetor, but what was wanted were carburetors either automatically compensated or requiring no compensation at all for altitude.

## BOON TO THIEVES.

Motorists' Carelessness  
in U.S.A.  
ROBBERS' PARADISE.

Half of America is paradise for automobile thieves, to paraphrase a famous saying, while the other half doesn't care. Between the two we might just as well concede that all of America is easy prey to the thief.

That this is so may be realized from the great number of automobile thefts throughout the country and the comparative inability of the police to cope with them. Anti-theft devices seem to be of little avail, for motorists generally do not take the pains to make use of them. They leave their cars unlocked and trust to Providence to find them when they return.

This carelessness on the part of motorists is one of the great factors in the increase of car thefts in the United States. At least half of the motor cars of the country would never be stolen were they locked on being parked. It is discovered that this proportion is usually taken away by youthful joy riders, who later abandon the cars after their short sprees.

## Anti-Theft Devices.

The remainder, however, are the victims of practised thieves who find ways to thwart the anti-theft devices and steal even the locked vehicles. These, we learn, find their haven in the 25 States of the Union which have no certificate of title laws, and which therefore make it easy for the car thief to dispose of his loot.

Add to this the fact that many of the U.S. courts are rather lenient with the car thief, and we find a combination that seems to be altogether in favour of the lawbreaker and against the automobile owner.

The American Automobile Association and its affiliated clubs throughout the country are conducting a concerted campaign for the nation-wide adoption of certificate of title laws, for stricter judgment of car thieves and for the education of car owners themselves on the importance of leaving their automobiles locked.

Little effort is required to turn a key that would reduce the car theft rate in the country by one-half. This should become a habit in the art of the motorists. Not only would it save them from much inconvenience, it would also keep many irresponsible joy riders from becoming a menace to motoring on the highways.

## Enjoy the Summer ON A HARLEY DAVIDSON

350 c. c. Side or Overhead Valve

THE NEW

500 c. c. Single

THE FAMOUS

750 c. c. Small Twin

THE SUPER

1,000 c. c. Big Twin

(For Solo or Side-car)

ONLY A FEW LEFT!

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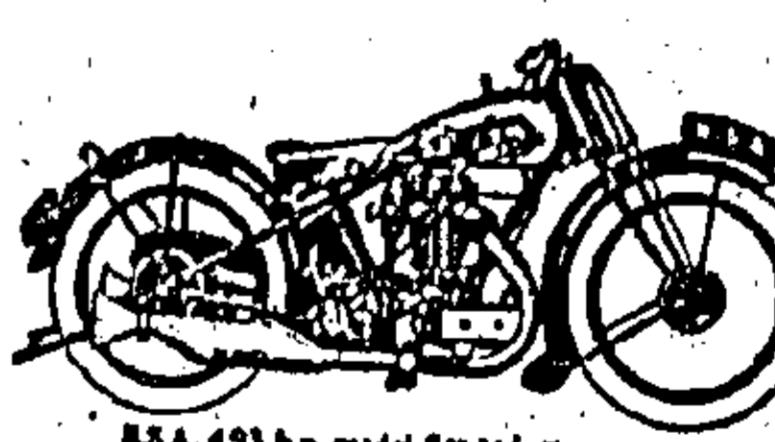
3, Kwoing Wah Road, Kowloon.

(Opposite The Steam Laundry)

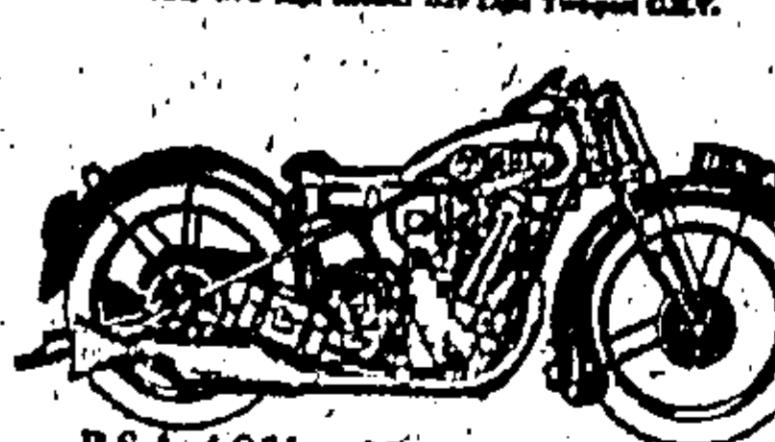
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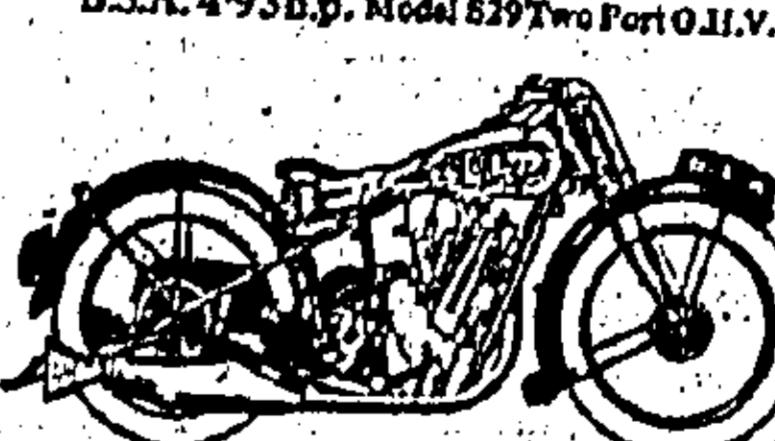
B. S. A.



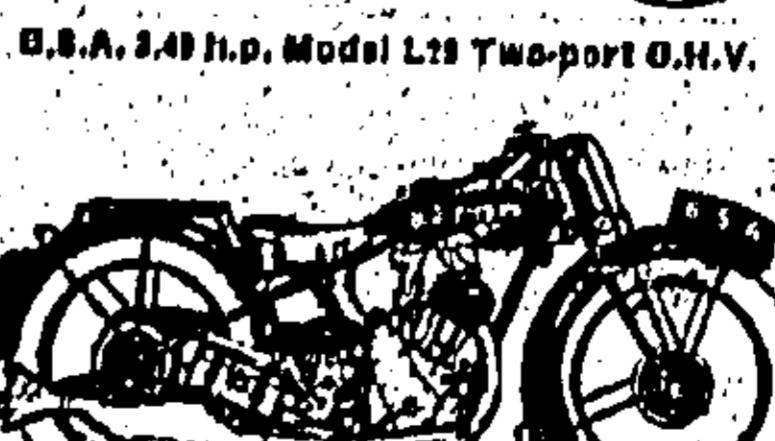
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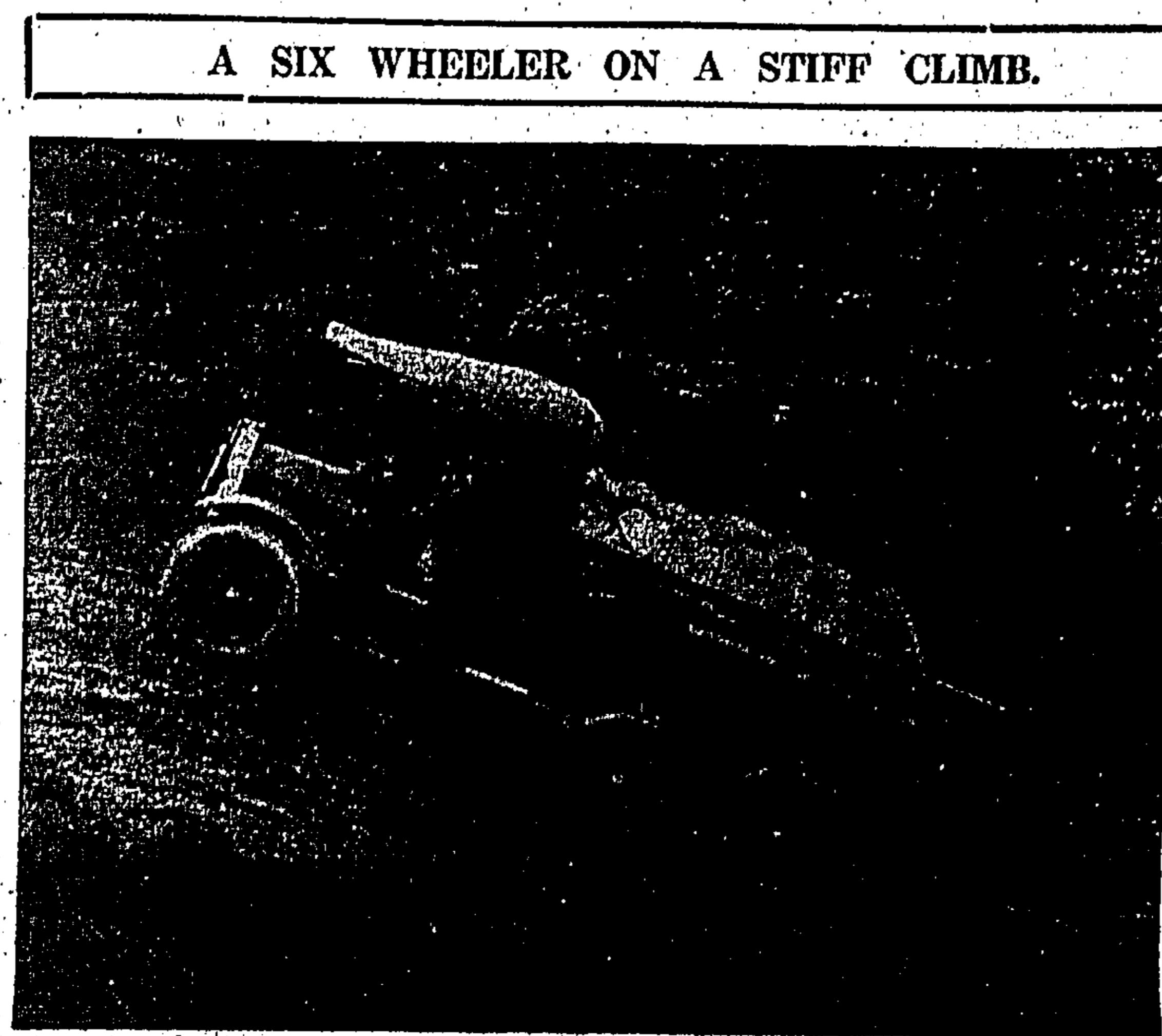
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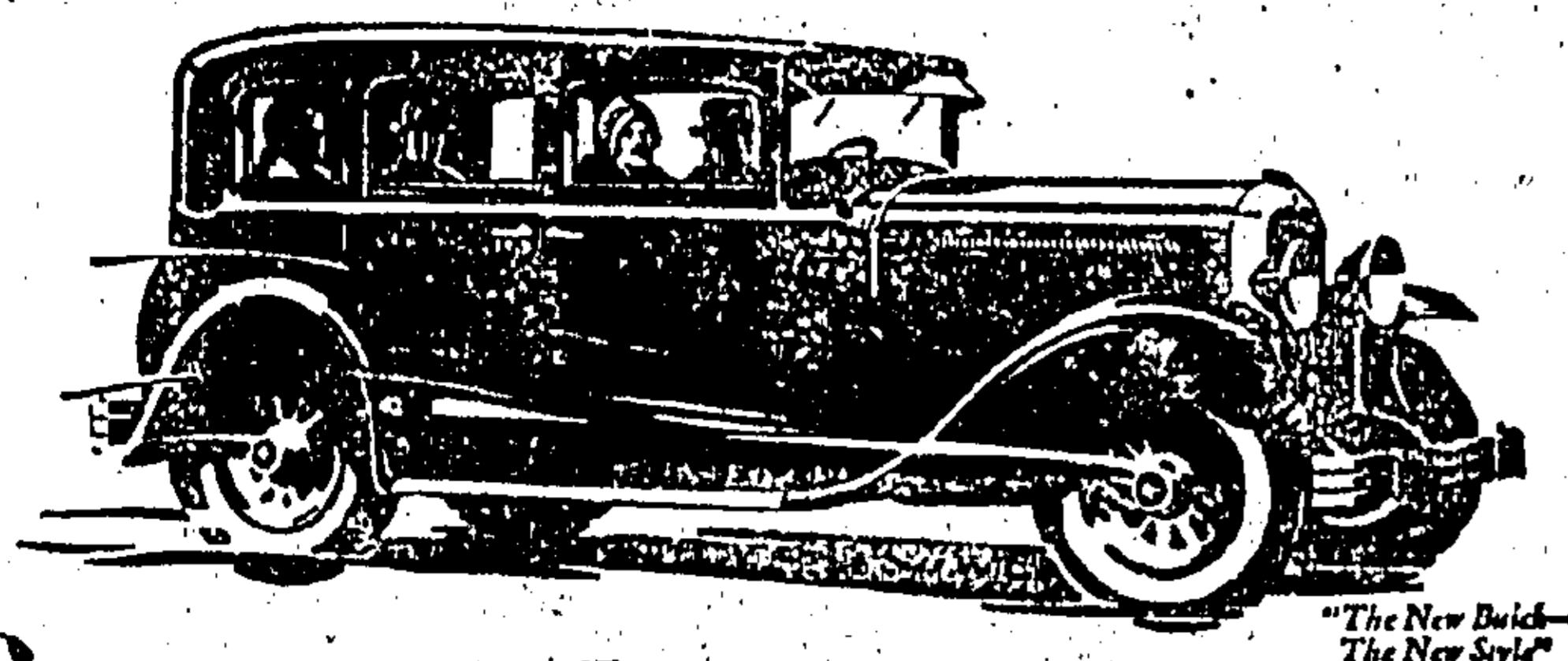
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During the last few years, Messrs. Thornycroft and Co. Ltd., have made notable progress in the development of six-wheeled vehicles. Some remarkable journeys have been made in various parts of the world over country hitherto believed to be too rough for motor traction. This type of vehicle should prove invaluable in opening up the vast interior of China.

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the qualities that motorists desire...  
and that this is the vital reason why  
more than twice as many people purchase  
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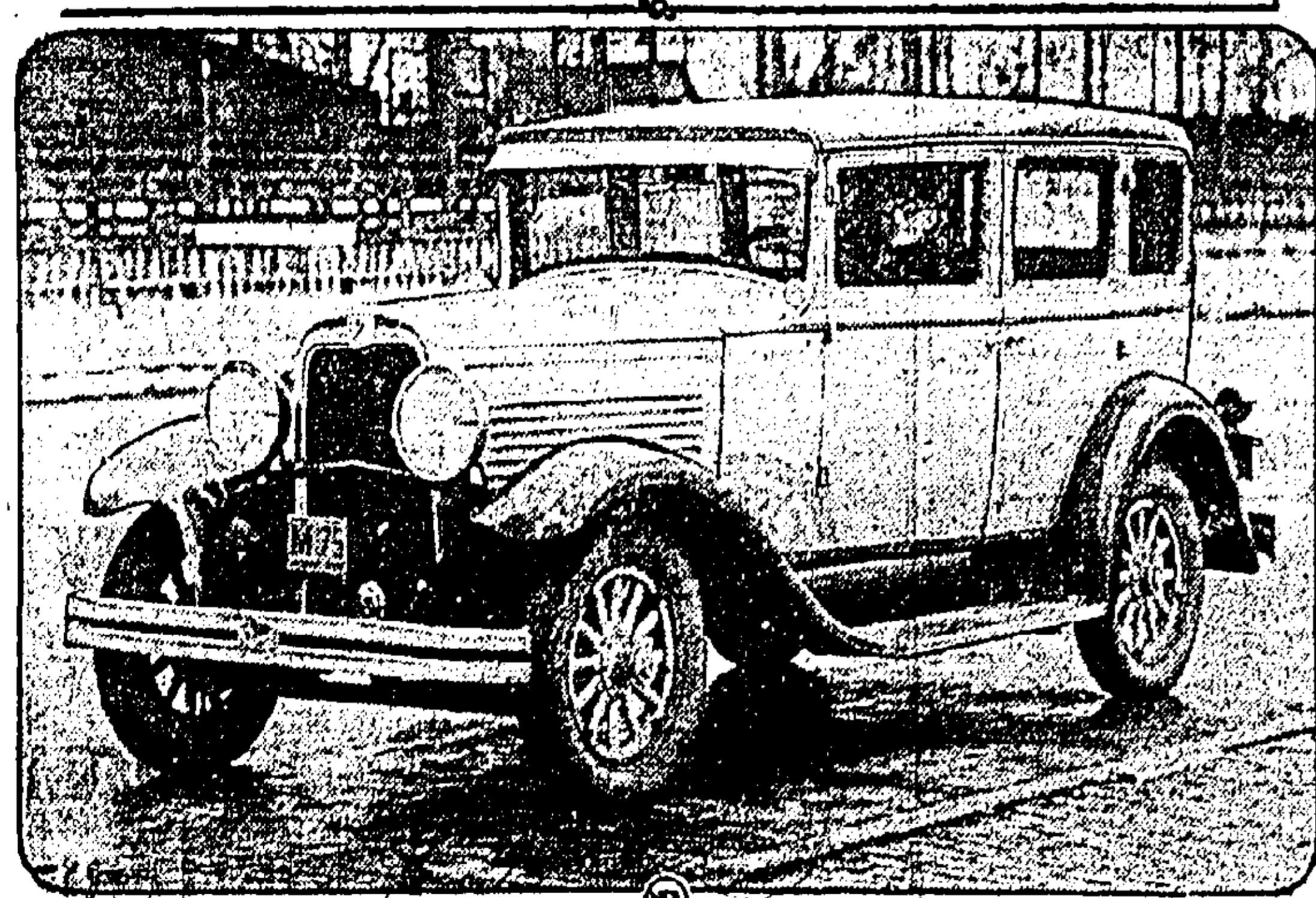
WHEN BETTER AUTOMOBILES ARE BUILT IN BUICK WILL BUILD THEM.

## MOTOR ENDURANCE RECORD

The following cable was received by us:—

"ABSOLUTELY STANDARD ROOSEVELT TO-DAY BREAKS ALL AVIATION AUTOMOBILE NON-STOP ENDURANCE RECORDS, HAVING RUN TWO HUNDRED FORTY EIGHT HOURS CONTINUOUSLY, REFUELING REOILING WHILE MOVING. TEST UNDER AMERICAN AUTOMOBILE ASSOCIATION SUPERVISION."

## THIS IS THE WONDER CAR!



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**Roosevelt**  
MARMON-BUILT

SOLE DISTRIBUTORS  
FOR HONGKONG  
AND SOUTH CHINA.  
S. L. KWOK  
& Co.

Bank of Canton  
Building.

## LATEST AUTOMOBILE CENSUS.

31,929,952 Cars in the World, and Three-  
Quarters of Them in United States.

## PAST YEAR'S 8 PER CENT. INCREASE.

The ploughman homeward plods his weary way no more. When the day's work is done, perhaps with the aid of a tractor, he presses the self-starter of his automobile and rolls merrily away. In the United States, where there are 24,494,468 motor vehicles, according to the world automobile census compiled by the "American Automobile" (Overseas Edition), and in the Seychelles Islands, in the Indian Ocean, where there are fourteen, more and more people are riding. And, no doubt, more and more people are worrying over what disease is going to do to humanity's legs. The figures, published first in the magazine, and later separately, show strikingly the overwhelming leadership of the United States in motor-vehicle ownership, with one car for every 4.9 persons. For the entire world, we are told, there are 31,929,952 cars, buses and trucks, of which more than three-fourths are in the United States. Only three other nations have more than 1,000,000 apiece: Great Britain, France, and Canada, says George E. Quisenberry, editor, of these world figures:

The increase for the past year, including all countries, was 2,291,417 units, at the rate of 8.6 per cent. higher in every respect than was attained in 1927, but, because of the mounting tide of replacements in the United States, below the record increase of 3,133,031 units added to service during the year 1924.

All countries of the world outside of the United States, however, presented a completely different picture during the twelve months that have just ended. These countries and territories, making up 120 major political divisions of the various continents, made the largest increase in the history of the industry and, in all of these sections, new records were attained. Not only was operation increased by the largest totals of any year, but likewise were new levels attained in the replacement of old vehicles in the importations of cars and trucks from the United States and Canada, and in the production of automobiles in Europe.

## Four Above Million Mark.

"The world outside of the United States now has nearly 7½ million motor-vehicles, not including an additional 2,053,068 motorcycles. The total of cars, trucks and buses established by the present census is 7,435,372 automobiles, the increase through 1928 having been 1,050,719 units or 16.5 per cent.

The 1929 census is marked by the fact that it shows that two countries have passed, for the first time, the million mark in automobiles in operation. These countries are France and Canada, which, added to the United States and Great Britain, give four countries each of which has more than 1,000,000 cars, buses and trucks in operation. Two countries exceeded a half-million units each—Germany and Australia. In the race for automotive ownership, Australia has now yielded the honour of fifth place to Germany and, dropping back, is now the sixth motoring territory of the world. Germany was in the sixth position in the 1928 census. Of course, the great disparity in population between Germany and its

Europe.

Increases were attained throughout every classification. Particularly notable is the enlarging use of trucks, not only in Equatorial and Central Africa, where trucks in several territories have always exceeded the passenger cars, but in both the northern and southern sections of the continent as well.

The increase during 1927 was 18,714 units.

And here are the figures for the Western Hemisphere:

The Western Hemisphere, on January 1, 1929, had in operation a total of 26,308,342 automobiles. The twelve months' increase was 1,613,762 cars and trucks, at the rate of 6 per cent, the enlargement having been heavier both numerically and by percentage than in the previous year, when the net increase was 1,370,750 units, or 5.0 per cent.

The United States, of course, has the bulk of the automobiles within this section of the world and its further increase of nearly a million and a quarter automobiles, despite its already high operating totals, was considerably higher than had been anticipated. The United States did not yet have 25,000,000 automobiles in operation when 1929 began but it was approaching that great total, and undoubtedly will surpass it long before the present year is ended.

Canada in 1928 passed the million mark for the first time. Argentina, in an astonishing development, almost equalled 300,000 automobiles, a figure that undoubtedly will have been surpassed before this issue reaches its readers.

## SAFE PLAY-GROUNDS.

### Side-road Reserved.

### NO CARS ALLOWED.

Motor-closed streets as children's playgrounds may soon be a feature of certain East-end boroughs.

A similar scheme is to be brought before the Ministry of Transport by the Chief Constable of Salford on behalf of the Watch Committee, in order to obtain the necessary powers.

The general idea is to provide safe playgrounds in side-streets in a special area, as an experiment.

"I think it is an excellent plan," said Mr. D. A. Horwood, the Mayor of Bermondsey, to a "Daily Chronicle" representative, "and I should like to see it tried in this borough."

"Our General Purposes Committee meets next Monday, and I intend to bring the matter up for discussion on that day."

### Playgrounds Needed.

"The children are badly off for playgrounds, and if it is possible

to make certain of the second-class roads safer by closing them to ordinary motor traffic it would be one way of meeting the shortage."

Another supporter of the scheme is Mr. W. C. Chandler, the Mayor of Bethnal Green.

"I am all in favour of something of the sort being done in Bethnal Green," Mr. Chandler said. "It would be no hardship to motorists, and would certainly be of assistance to lessen the number of accidents."

"I shall make it my business to bring the matter up for immediate discussion at to-night's council meeting."

Opposition to the Scheme.

On the other hand Mr. D. Frankel, the Mayor of Stepney, opposes the idea.

"Such a scheme," he said, "would be impracticable for a large borough like Stepney. The motor traffic problem cannot be solved in any piece-meal fashion."

"Moreover an enormous amount of business is done in the smallest streets by motor delivery vans, and once you start to discriminate, the protection is more imaginary than actual. There would be the inconvenience, too, of children flocking to the motor-closed streets."

"My view is that it would be far better to provide the children with decent playgrounds."

## ROAD TRAFFIC NOISES.

### Proposed Zones of Silence.

### BULB HORN FOR ORDINARY USE.

By the Hon. Maynard Greville (Morning Post Motoring Correspondent).

The Conference on road traffic noises, which has just issued its report, did not come to any illuminating conclusions, as I expected, but at the same time their recommendations with regard to certain aspects of the problem are

One of the advantages claimed for this battery is that it cannot sulphate and can be left in an uncharged or semi-charged condition for a long time without suffering damage. If necessary, also, two-thirds charge can be rammed into it when it is completely exhausted. In one hour incidentally, these batteries have been used by Bentley Motors for some time, and the winning car at Le Mans last year was equipped with one.

On the possibility of framing a regulation to prohibit or control the use of motor horns, it is pointed out that, while the complaints against excessive and nerve-racking noise constituted a legitimate grievance, the conference had not sufficient material before them to draft a regulation for the satisfactory control of unpleasant warning devices.

They considered, but made no recommendation with regard to "zones" of silence, where motor horns should not be permitted to be sounded or, alternatively, only when necessary on grounds of public safety.

It was also suggested by the conference that much might be done if strong representations were made through motoring organisations to the motoring public and the manufacturers.

For some time I have been urging in the "Morning Post" that this unnecessary sounding of strident warning devices on all and every occasion could be eliminated, and that every car should carry a good, low note bulb horn, in addition to the electric horn, for use in places where it is not necessary to make a tremendous volume of sound.

### Bulb-horn Sufficient.

In London, for instance, in most of the quiet streets, it is unnecessary to use a loud horn. One has only to go at night, when the theatre crowds are leaving, to some cross roads in Harley-street, or such a residential district as Grosvenor-square, and listen to the appalling noise which the cars are making when a single toot on a bulb horn would give ample warning.

Of course, electric horns are necessary, and they have probably saved innumerable lives. Their great virtue is not in the noise they make but in their superior speed of operation. In an emergency the touch on a button will send out a warning long before the slower working bulb horn can be operated.

Another important recommendation of the Committee which I can heartily endorse is that which affects the use of horns when the vehicles are stationary. It is recommended that a regulation should be made that when a motor-car is stationary on any highway, no person shall use or permit to be used in connexion therewith, any instrument for the purpose of giving audible warning, except when such use is necessary on the grounds of safety.

### A Public Nuisance.

The person who uses the horn on his car instead of a door-bell is a public nuisance. Some people drive down a street to the house they want, and instead of getting out, sit in their cars and blow the horn until someone appears, much to the annoyance of everyone else within earshot.

The conference also made some interesting comments on cross-road dangers and rights of precedence. I see with pleasure that it is suggested that where two main roads intersect, a complete round-about system should be instituted like, I imagine, the one that has just come into use on the Hook corner on the Kingston by-pass. This system I consider to be a great success.

Before the central island was built there were numerous accidents, and it was necessary for a policeman or an A.A. scout to be continuously present. Now the crossing is safer, without such human aid than it was previously.

Battery troubles are not the least of a motorist's worries, especially in cold weather, and there is nothing so annoying as to find that one's car will not start on the first application of the starter button. For over six months I have been using a battery, which I find will stand up even to my harsh treatment. My car has a healthy high compression engine, and as, for weeks at a time, I have it standing about with the lights on, and with only an opportunity of charging it for half an hour a day, in the winter I often have to fall back on the starting handle.

## A New Battery.

Some time ago I got one of the batteries made by the Young Accumulator Company, and being slightly sceptical about its alleged virtues I gave it no quarter. On a really cold morning I ignored the existence of the starting handle, and merely put my foot straight on the starter button. To my intense surprise it is just as good now as ever, and never once has it failed to start the car instantaneously.

One of the advantages claimed for this battery is that it cannot sulphate and can be left in an uncharged or semi-charged condition for a long time without suffering damage. If necessary, also, two-thirds charge can be rammed into it when it is completely exhausted. In one hour incidentally, these batteries have been used by Bentley Motors for some time, and the winning car at Le Mans last year was equipped with one.

I have had an interesting letter from Mr. John Pugh, of Rudge-Whitworth, Ltd., concerning my remarks recently in the "Morning Post" on the subject of brake application and slippery roads. He says: "I read with great interest your article on 'The reason for skids.' The tests with the Tapley brake gauge were done with the back wheels only, and this, for the purpose he had in mind, was no doubt the most convenient course; but I think it should be pointed out that front brakes and back brakes are applied in the ideal proportions, the stopping distance would be reduced to less than half."

"You give the conditions on a normal dry surface with stopping in 37 feet from 20 miles per hour. If front brakes as well as back brakes were applied the stopping distance would be only 16 feet; and since the stopping distance in feet makes all the difference between life and death, the importance of front wheel brakes applied in the proper proportion should be recognised."

I agree with these remarks, though I must say that in actual practice I have seldom found the front brakes to halve the stopping distance, unless the back brake was very bad and the four-wheel set very good.

## CAUTION FOR ALL.

One automobile out of every four is involved in a fatal or serious personal injury during its lifetime, reports the Automobile Club of Southern California. Each of the others is involved in at least two accidents resulting in property damage.

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# Hongkong Telegraph.

## Pictorial Supplement

July 6th, 1929.

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To 2nd Floor, No. 50 Queen's Road.

(Opposite Commercial Press.)

Manufacturers of Swallow Drawn Work,  
Embroideries, Laces and all Kinds of  
Handkerchiefs.

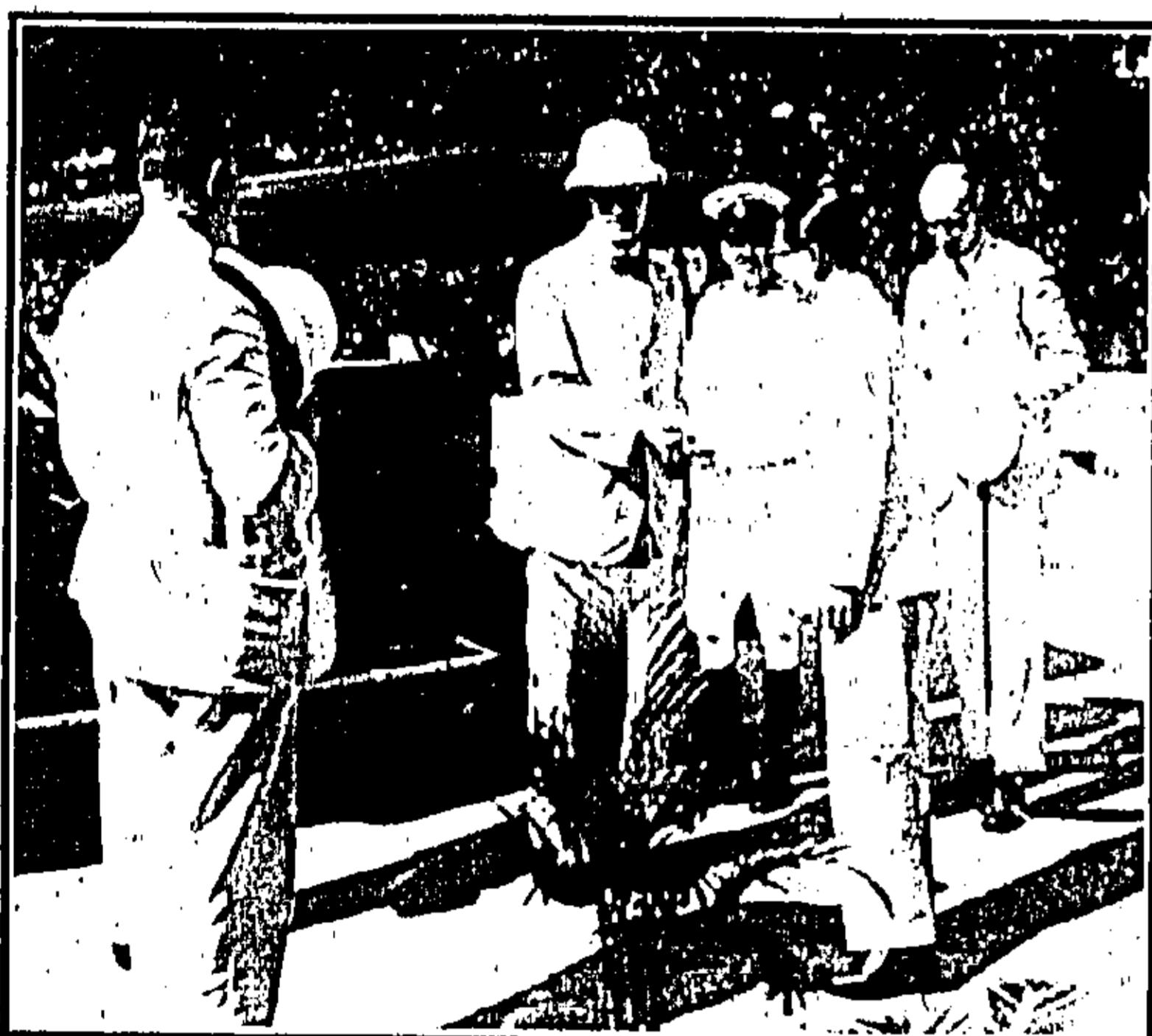
RETAIL SALES AT WHOLESALE PRICES.  
IT WILL PAY YOU TO SHOP HERE!



Group taken on the occasion of the visit of H.E. the Governor to the Yeung Wo Nursing Home at Happy Valley last week. Amongst those seen are Dr. A. R. Wellington, Mr. R. A. C. North, the two Chinese members of the Legislative Council, Dr. S. F. Li (Chairman) and his fellow-directors of the Home. (Photo: Ming Yuen).



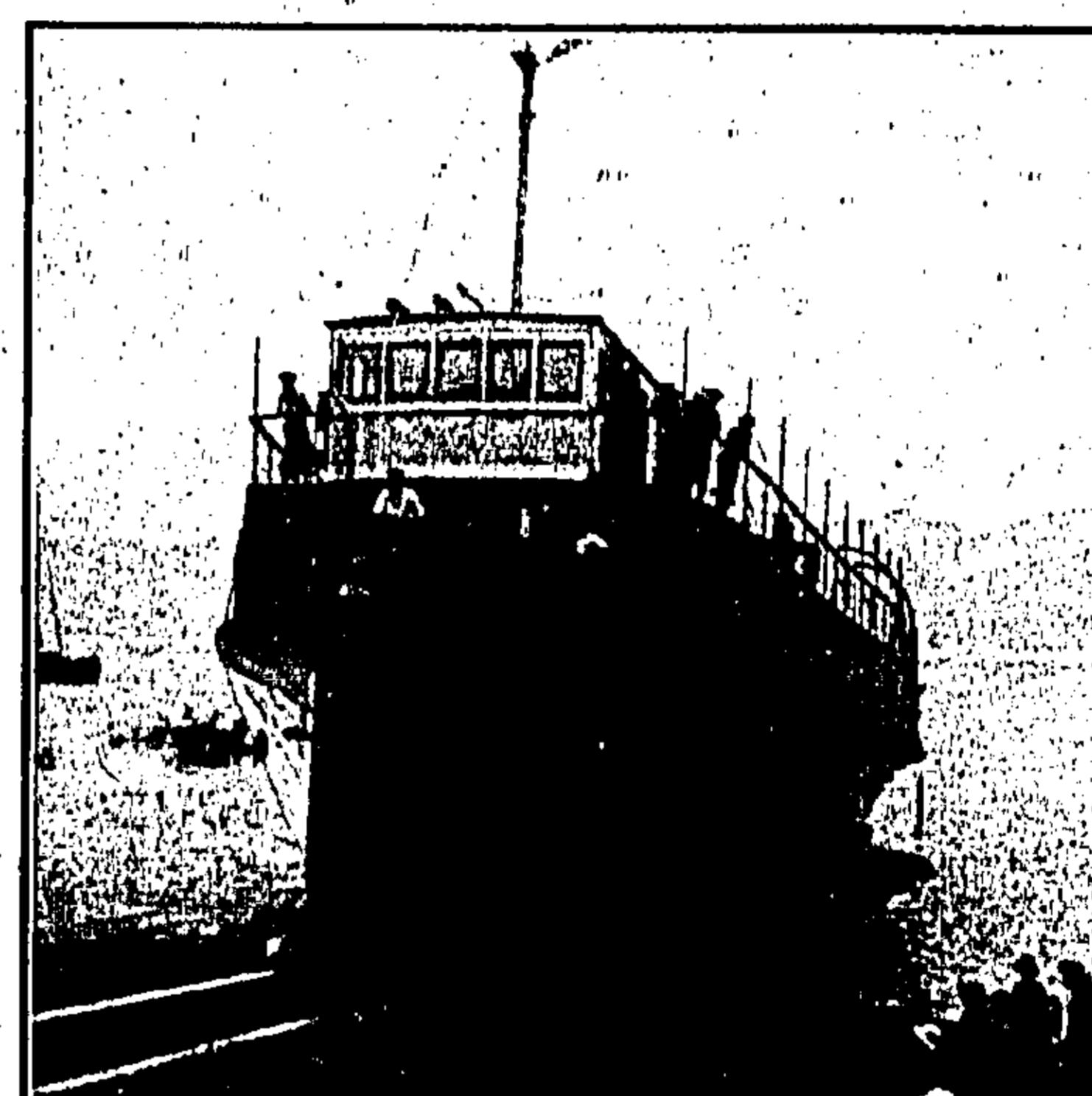
Photo taken at the launching by Mrs. G. F. Hole (in foreground) at Tai Koo Dock of the new motor ferryboat "Sun Chau" for the Hongkong-Cheung Chau service. (Photo: Mee Cheung).



H.E. the Governor, accompanied by Mr. R. A. C. North, Secretary for Chinese Affairs, being welcomed on arrival at the Yeung Wo Nursing Home. (Photo: Mee Cheung).



H.E. the Governor and Lady Clementi arriving at the China Athletic Association's new bathing pavilion, which her ladyship opened on Saturday. (Photo: Mee Cheung).



The motor ferry-boat "Sun Chau" taking the water on the occasion of the launching at Tai Koo. She is 126 feet long and will have accommodation for 350 passengers. (Photo: Mee Cheung).



Sir Shouson Chow decorating a Chinese with the Bellis Medal for saving life. (Photo: Mee Cheung).

Some of the Chinese junk people who were decorated recently with the Bellis Medal for courageous conduct in rescuing drowning people. (Photo: Mee Cheung).



Bridal group taken at the recent wedding at St. John's Cathedral, of Mr. Walter Naef and Miss Victoria Edith Manning. (Photo: Ming Yuen Studio).



The British Labour Cabinet, photographed in the garden of No. 10, Downing Street. Left to right:—Front row: Mr. J. R. Clynes (Home Office), Lord Parmoor (Lord President), Mr. J. H. Thomas (Ivy Seal), Mr. P. Snowden (Exchequer), Mr. Ramsay MacDonald (Premier), Mr. A. Henderson (Foreign), Mr. Sidney Webb, now Baron Passfield, (Dominions), Lord Sankey (Lord Chancellor), Capt. Wedgwood Benn (India). Back row: Mr. G. Lansbury (Works Commissioner), Mr. A. V. Alexander (Admiralty), Sir C. Trevelyan (Education), Miss Bondfield (Labour), Lord Thomson (Air), Mr. T. Shaw (War), Mr. A. Greenwood (Health), Mr. Noel Buxton (Agriculture), Mr. W. Graham (Board of Trade), Mr. W. Adamson (Scotland).



Sub-Officer Chan Wei-sun, of the Fire Brigade, receiving the Bellis Medal for rescuing a man from a burning building at Lai-chikok. (Photo: Mee Cheung).



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NEW**

Men's clothing cleaned  
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A trial will convince you we are experts.

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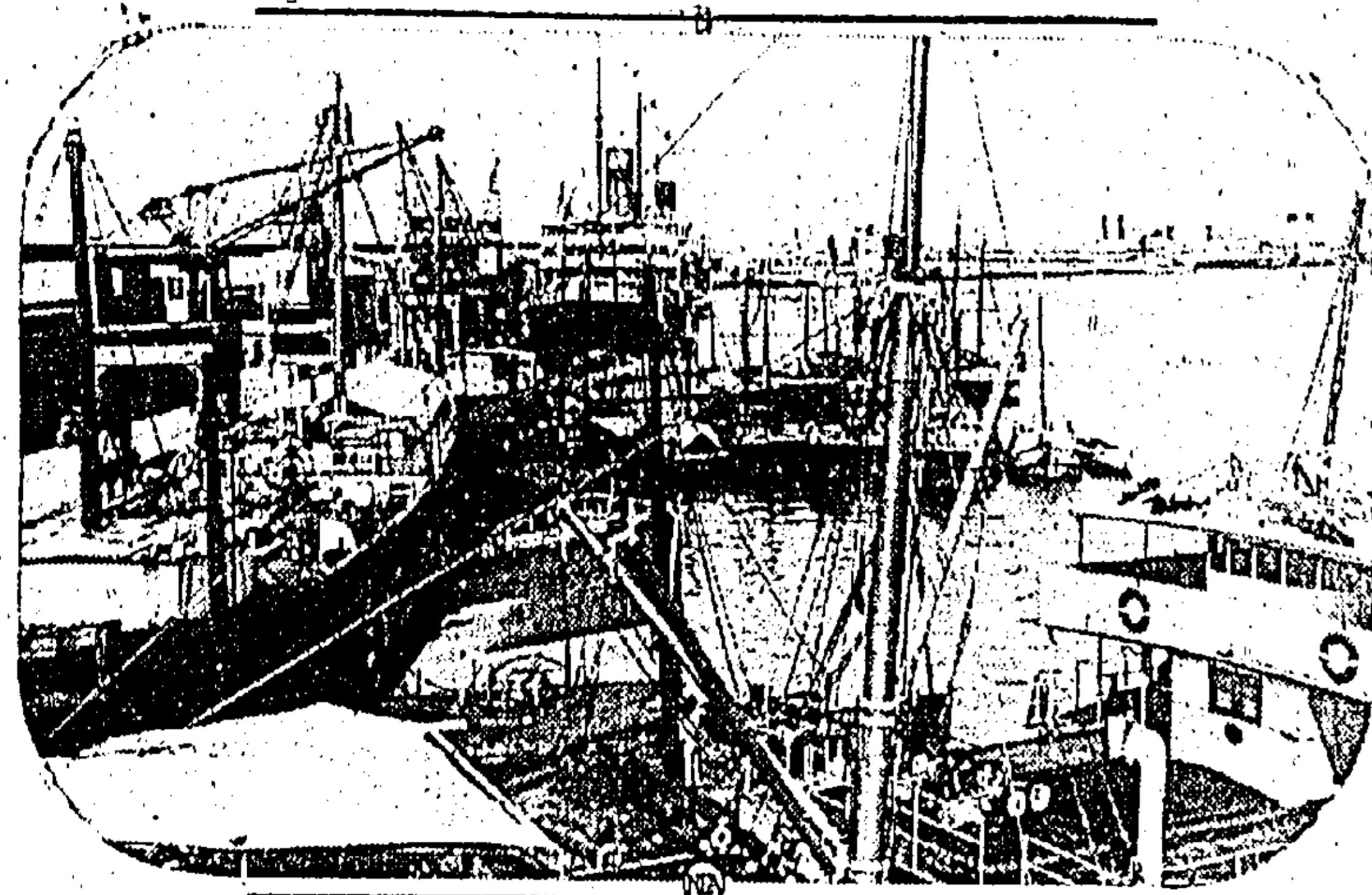
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## FEATURES OF URUGUAY. COUNTRY WHICH IS ONE VAST RANCH.



The wharves of Montevideo, Uruguay, pictured above, present a busy scene. Uruguayan imports and exports are each around \$100,000,000 a year, and most of the goods pass through Montevideo.

If you can't distinguish between Uruguay and Paraguay and aren't sure that there isn't only one of them, remember that every time the Olympic games are held it's Uruguay who runs away with the world's soccer championships.

Last year she beat Argentina in the finals after previously defeating 12 or 15 other nations all larger than herself. Uruguay is the smallest republic in South America, but one of the most progressive and prosperous. A few glimpses of her healthy, strapping younger generation lead observers to suspect that she will be holding the soccer championship a long time hence.

Uruguay resembles a miniature Argentina, but it always ought to be remembered that in nearly all instances the Latin-American countries are markedly and variedly different. Uruguay is one country which has no tropical section. She has no mountain ranges to bar civilization from her far reaches and her railroads and excellent water routes have enabled her to keep the wheels of progress going throughout the country.

But the outstanding fact about Uruguay is that except in Montevideo she is one vast ranch. For every acre devoted to agriculture she has 11 on which graze cattle and sheep. Virtually 90 per cent. of her exports are animal products.

Uruguayan imports and exports are each around \$100,000,000 a year. She imports more goods than Peru, which has four times her population. Blessed by a period of post-war demand and good prices for her products, she has increased her exports to the United States 170 per cent. in 15 years and her imports from the U.S. have jumped 500 per cent. She buys gasoline, sugar, automobiles, coal, potatoes, fuel oil, lumber, industrial machinery and cotton fabrics.

A large area of the land now used for pasture is tillable, at only five per cent. of the land is now cultivated. Industries and plants, factories or assembly mining are slight, but Uruguay is serious.

just beginning to produce necessities, such as cloth, for herself.

Uruguay has made marked progress politically as well as economically. Her people are nearly all white; her immigration has come largely from Spain and Italy, and she is amply capable of self-government. For years her two political parties fought bloody feuds over nothing whatever, but they are now peaceful Colorados and Blancos—reds and whites—they call themselves.

Manhood suffrage for literates has been in effect for years and freedom of speech appears to be permitted as in few other countries of Latin America. Revolutions were once appallingly frequent, but there hasn't been one for 20 years or more.

Early last year Uruguay passed a double nationality law, which permits immigrants to be citizens of both Uruguay and the land whence they came. The law is in accordance with the Fascist theory and the principle has been made an issue more than once elsewhere in Latin America.

### THE POWER OF SERENITY.

The maintaining of serenity is the maintaining of power, while the loss of serenity is the loss of power, writes Helen R. Crane in the "Science of Thought Review."

"A serene man brings peace and joy to those with whom he makes contact. He may not utter a word of the philosophy which has enabled him to attain to this poise, but his very presence is a blessing and a healing."

His fellows forget their quarrels and worries and anxieties when in his presence, and he, verily, is source of healing, for he is joy and his joy is contagious; and it is a fact which is demonstrable by scientists, that pain and misery cannot abide in the mind and body of a man with a sustained joy-complexion.

The message comes down over many centuries with a homely significance. Was it "canny?" Or had Augustus an appointment with a Roman girl round the corner in Newgate-street?

A pot in the London Museum with the inscription "At the Temple of Isis" proves that the Egyptian goddess was worshipped in Southwark, where the pot was found.

### WHEN LONDON VANISHED.

#### MYSTERY CENTURIES AFTER ROMANS.

What was Roman London like? A determined official attempt to solve this mystery has been made by a Royal Commission of experts, whose conclusions were published recently—"Roman London" Royal Commission on Historical Monuments: "Stationery Office, 18s. net."

If they have discovered nothing new it is because there is nothing new to discover. They have, however, assembled every scrap of information about Roman London, and produced a book which is, and will probably remain, the final word on the subject.

Dr. Mortimer Wheeler, Keeper of the London Museum, contributes a masterly survey of the city which for nearly 400 years knew the varied commerce of the Roman world.

One of the mysteries of early London is: Was the city deserted when the Roman army of occupation was withdrawn in 410 A.D., or did a few Romanised citizens live on behind the walls among the ruined houses and the fallen pillars?

Some writers have pictured London after the Roman evacuation as a place with brambles trailing over the public buildings and grass growing over the wharves and in the streets. History is silent about all the great Roman cities from the time of the departure of the legions until they re-emerge—after several centuries as Saxon towns.

Dr. Wheeler writes: "The silence of history in regard to them is probably just: London in the year 500 can have mattered little to any one save to a few decivilised sub-Roman Londoners."

That is his theory of the mystery. He suggests the Saxon war bands roving the country, and behind the crumbling walls of London a few men and women who remembered the great civilisation of Rome living cut off from the world, and gradually, generation by generation, deteriorating to the condition of "decivilised sub-Romans."

The book deals in detail with every archaeological problem connected with London. The general reader will perhaps be interested in the catalogue of inscriptions found on Roman tiles and bricks, London's first advertisement is the name of an eye-wash stamped on the bottom of a pot: "Lucius Julius Senis' ointment for the roughness of the eyes." This is now in the British Museum.

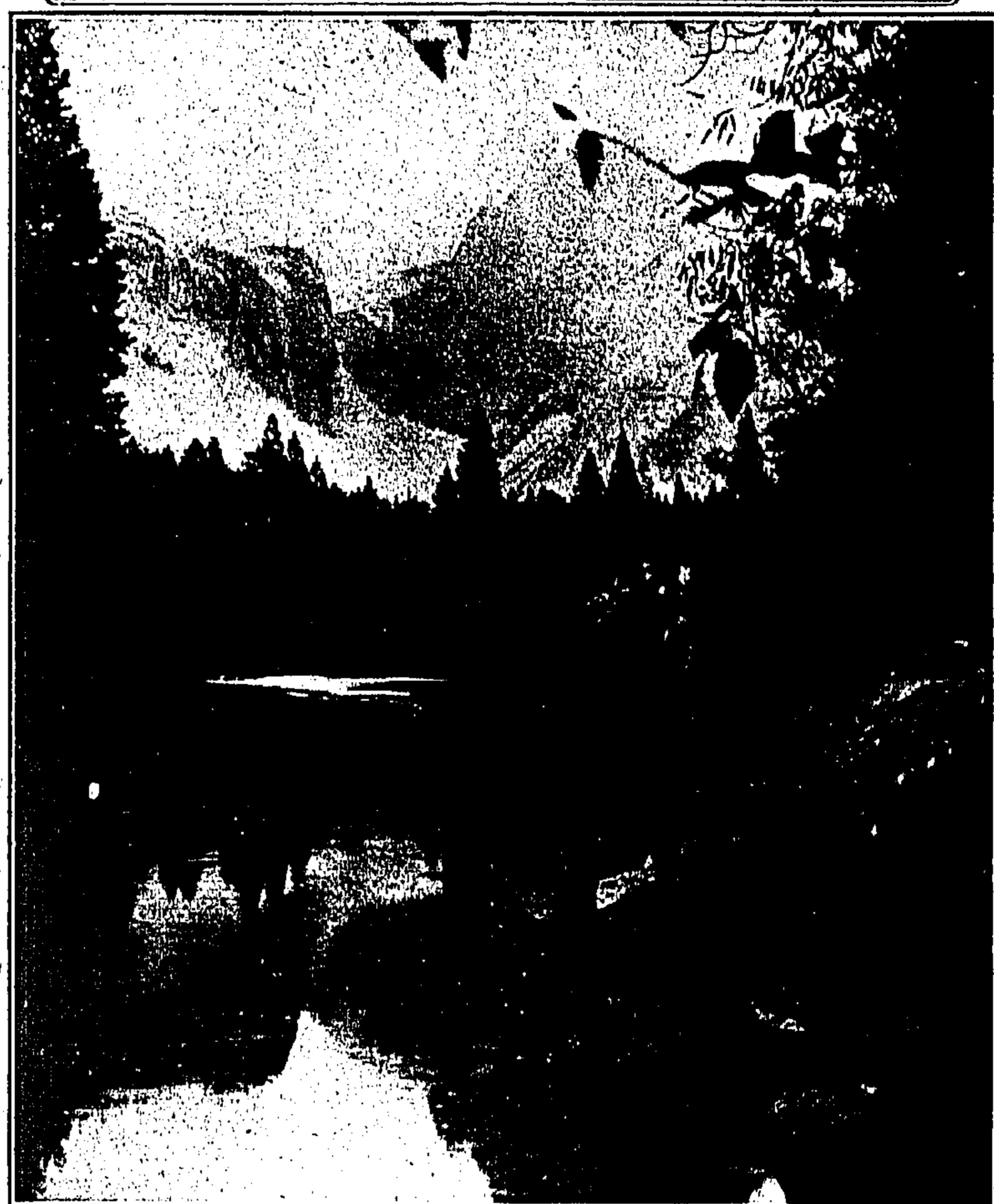
Another amusing inscription was the work of an idle moment and its author would be astonished to know that it would live for nearly 2,000 years! A workman writing on a still wet clay brick found in Warwick-lane, Newgate-street, scratched the following information about one of his fellow bricklayers:

"Augustulus has been going off by himself every day for these thirteen days."

The message comes down over many centuries with a homely significance. Was it "canny?" Or had Augustus an appointment with a Roman girl round the corner in Newgate-street?

A pot in the London Museum with the inscription "At the Temple of Isis" proves that the Egyptian goddess was worshipped in Southwark, where the pot was found.

## ONE OF AMERICA'S BEAUTY SPOTS.



A striking scene from "Rose-Marie," showing the beauty of the setting of this picture in the United States.

### THE LAW IS KIND TO WIVES.

#### By A Barrister.

As at the polls, so in the courts of law in Britain; women at the moment are in a position of unsatisfactory ascendancy; and man's only hope lies in maintaining their natural divisions.

Consider also the law whereby the husband is liable for the payment of income tax on his wife's income. A poor husband lives harmoniously with a rich wife and does not apply for a separate assessment. She dies, leaving all her property to some third party or institution. He is liable for all arrears of income tax in respect of her income, although the payment of those arrears may cripple him financially for life. This kind of thing has occurred not once but frequently.

The "tort" absurdity is now notorious. A husband is still presumed to be liable for his wife's tongue, so is liable for her slanderous remarks. If she drives a car in a moment of aberration and crashes into a pedestrian or does any other damage, the husband may have to pay the many thousands which to-day in the High Court are frequently awarded for injuries in running-down cases.

Before the Married Women's Property Acts there was a time when the man who married took over the dominion not only of his wife but of all her property which had not been made the subject of special settlements. There was reason, then, why he should be held responsible for her actions and should be required by law to pay for the consequences. The reason now has gone, but the law remains.

The legislation passed during the last fifty years with the object of removing the legal disqualification of married women has been progressive and piecemeal. Broadly speaking, they have been given rights equal to those of men, and at the same time they have been allowed to retain the extraordinary rights and privileges which were theirs during the long centuries when they were erroneously assumed to be weak and subordinate.

In matrimonial causes the husband is still at a great disadvantage so far as money is concerned. It was held by the House of Lords in a recent case that, even if a wife had entered into a covenant to accept a certain sum for maintenance, in a deed of separation, and had consented never to claim any further sum, the covenant may be treated as void if the wife subsequently obtains a decree of dissolution against him. Such a covenant cannot interfere with the court's discretion to make any order it pleases as to the future maintenance of the wife.

### SHORT HAIR FOR ME!

#### By Edith Shackleton.

Dame Madge Kendal, publicly complimenting a schoolgirl the other day on having long hair, said she herself lived in a period when a woman's glory was her hair, and she was afraid that women were now in danger of losing their dignity.

The woman who writes this is never in greater danger of losing such dignity as she possesses than when somebody makes the claim that long hair was in itself dignified. If it was, does the pantomime dame always have long hair to this very day, and why doesn't Mr. George Belcher draw short-haired charwomen?

Those who have forgotten what long hair was really like are apt to try to refresh their minds on the subject by referring to poems and pictures. They persuade themselves that every woman used to be a Rapunzel, with shining, flower-scented locks, several feet long, which could be bound up in a wondrous coronet or released "at a touch" so that it fell in "shining masses" far below her waist.

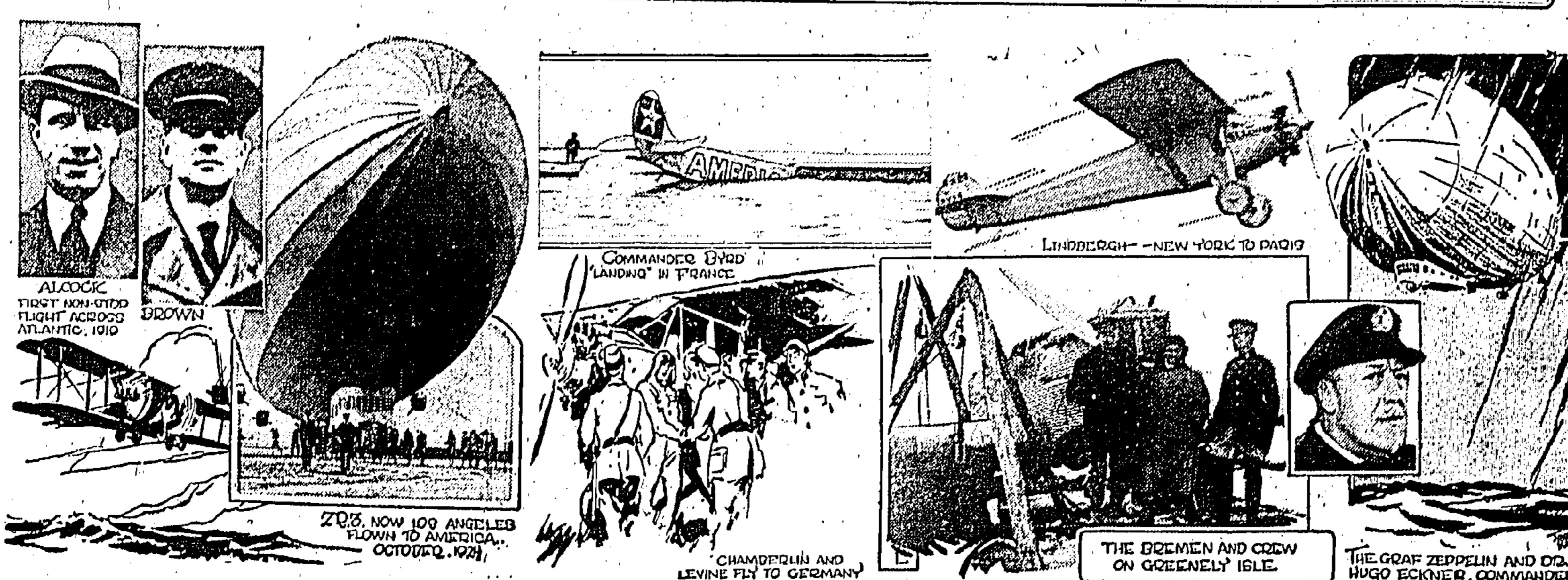
Perhaps one woman in a million has hair like that in real life, and she has probably, and quite rightly, kept it on her head.

Instead of looking up the poems and pictures, a more reliable way of securing such evidence is to ask a housemaid who remembers the old days, when there were atrocious things called "hair tides" on every woman's dressing-table and when the disengaging of long, cast-off hairs from all the household brushes and the drapery traps were daily tasks, if she feels that her sex has lost dignity.

Thousands of women who cut their hair short in the expectancy of a sense of comfortable carelessness have been surprised to find that what actually happened was that their sense of human dignity increased. Those who have never experienced it can scarcely imagine the ignominious disfigurement of long hair. The shingled girl of to-day, alert and decorous the moment she sits up in bed in the morning, cannot realize the haremish feeling of being fettered by long locks which must not be seen unbound by the outer world.

No woman may grow their hair again for fun or for vanity, but they will not thereby become more dignified. Thanks to the scissors, every woman is a little more dignified to-day than she would otherwise have been, whether she is a duchess playing leapfrog on the Lido, a virago in a street fight, or a gentle spinster putting her head out of her bedroom window at dawn to see if her cat has come home.

## START OF 1929 SEASON SHOWS 243 PEOPLE FLOWN ATLANTIC.



High spots in the ten-year conquest of the Atlantic ocean by man-made birds are portrayed above. Back in June, 1919, Captain John Alcock and Lieutenant A. W. Brown, daring British aviators, made a 1960-mile nonstop flight from St. Johns, Newfoundland,

to Clifden, Ireland, in 16 hours and 12 minutes. In 1924 the German Zeppelin ZR-3, which is now the Los Angeles, was flown to America and turned over to the United States government in accordance with terms in the Versailles treaty. The 1927 season

was a busy one with Lindbergh, Chamberlain and Byrd all making the crossing. Last year witnessed the first westward crossing when the German plane Bremen landed on Greenly Isle, and the second trans-Atlantic airship was the Graf Zeppelin. Although flying across

the Atlantic is considered one of the most risky things an aviator can attempt, it is worth noting that in the ten years that have elapsed since the first time the Atlantic was spanned by air, no fewer than 243 persons have sailed over the ocean in airplane or dirigible.

# The Holiday Wardrobe



*IV  
Very Parisian Is This Interesting Marcelle-Lely Chapeau Made of Black Felt and Transparent Straw. Light and Comfortable, This Face-Framing Model Is Suitable for Afternoon or Evening Wear. The Dress Worn With This Hat Is Black Charmeuse With a Wide Side Jabot Outlined in White.*

*I  
Martial et Armand Use a Tulle Coat To Distinguish A Formal Evening Gown Of Black Mouseline. The Skirt Has A Long Side Panel.*



*II  
Frilly Collar and Cuffs of Belge Crepe de Chine Give the Feminine Touch to a Germaine Lecomte Afternoon Gown of Printed Crepe de Chine.*

*III  
This Maison Lenfet Ensemble Illustrates the Present Trend In Costumes for Sports Wear. A Black, White and Green Sweater Tops a Green Crepe de Chine Skirt. The Outfit Is Nicely Completed With a Scarf of Matching Colors.*

*Since a Single Color Theme Is Advisable, Black, Navy Blue or Brown Combined With Beige Will Find Most Favor*

*V  
A Neat Wool Tailleur From Bernard et Cie Can Properly Be Worn On Links or Street. The Trim Tuck-in Blouse Is White Crepe de Chine Trimmed With Red.*



**O**NE of the sanest ways for a woman to insure herself a pleasant and happy holiday is to provide an adequate wardrobe which will meet any demands that may be made upon it.

Such a wardrobe need not be an extensive one, but it must be intelligently selected. It's surprising how elastic the contents of a suitcase may be, if the clothes that go in it are chosen for their versatility.

In the days when travelling was attended with dirt, discomfort and dust, woman was an exception if she presented a delightful appearance. Her costumes, like her baggage, had not undergone the refining process that past decade has given them.

To-day, a woman can be a traveller and be as smart during a long trip as if she were entertaining in her own home. Her baggage has provision for all the cosmetics and beauty applications she will need, and it is fitted to carry her costumes with a minimum of crushing and wrinkling.

Her gowns and her lingerie are so light in weight that she can carry an extensive supply in a small space, and her hats are so small, and some of them so crushable, that they present no problem at all.

**Possibly** the most difficult item lies in foot wear—unless one has a discreet colour system, it is almost impossible to get along without several changes of shoes. However, the new shoe trunks take care of the situation adequately if the amount of luggage is no obstacle.

Otherwise, a woman plans so that she has shoes for day, walking and evening, and lets it go at that—keeping her colour scheme so that all black or all tan numbers will be acceptable.

Naturally, the wardrobe that travels and must always be ready cannot be a multi-coloured one. It must have a colour theme and stick to it.

The black and beige combination works out very well, as does navy blue and beige. The most practical combination, for the woman who can wear it, is the brown and beige combina-

tion, since hats and coats can be interchangeable, and shoes and stockings in tan and beige keep the shoe problem simple.

**I.** THIS Martial et Armand black mouseline evening gown is ideal for the limited holiday wardrobe because it can be transformed in so many different ways. With its coat of tulle it gives one impression; with a lace mantilla, another; and with a colourful scarf, still another. Different corsages also vary the picture.

**II.** GERMANINE LECOMTE made this printed crepe de chine afternoon gown, which is nicely suited to the woman traveller. Its neat pattern is not conspicuous and the lingerie touches at neck and cuff give the current modish note of femininity. It has a belt with a bow in front and a full circular skirt.

**III.** EQUALLY smart for wear on shipboard, at the country club or general day wear is this sports dress from Maison Lenfet. The skirt is green crepe de chine and the sweater is wool jersey striped with black, green and white. It has a silk scarf in the same colours as the sweater. This outfit is at once striking and practical.

**IV.** BECAUSE it is fashioned of soft, flexible straw, this chapeau by Marcelle Lely is ideal for travel. This hat has a transparent brim and crown and is proper for either afternoon or evening wear.

The dress worn with this hat is black charmeuse with a wide side jabot outlined in white. The skirt, which cannot be seen, is a circular affair closely belted at the hipline.

**V.** PARTICULARLY practical for travel is this smart outfit from Bernard et Cie. It is not quite strictly sport, or strictly tailored, but is equally wearable on the links or on the street. The material is a light weight wool mixture and the coat has a softly tailored neckline and an accented waistline.

The white crepe de chine blouse is trimmed with red, but the casual silk sports shirt would go as well with the suit, with which either a turban or a brimmed hat may properly be worn.

**TO OUR READERS**

We shall be pleased to receive photographs of interest for reproduction in this Supplement.



—THE PREFERRED SHIRT.



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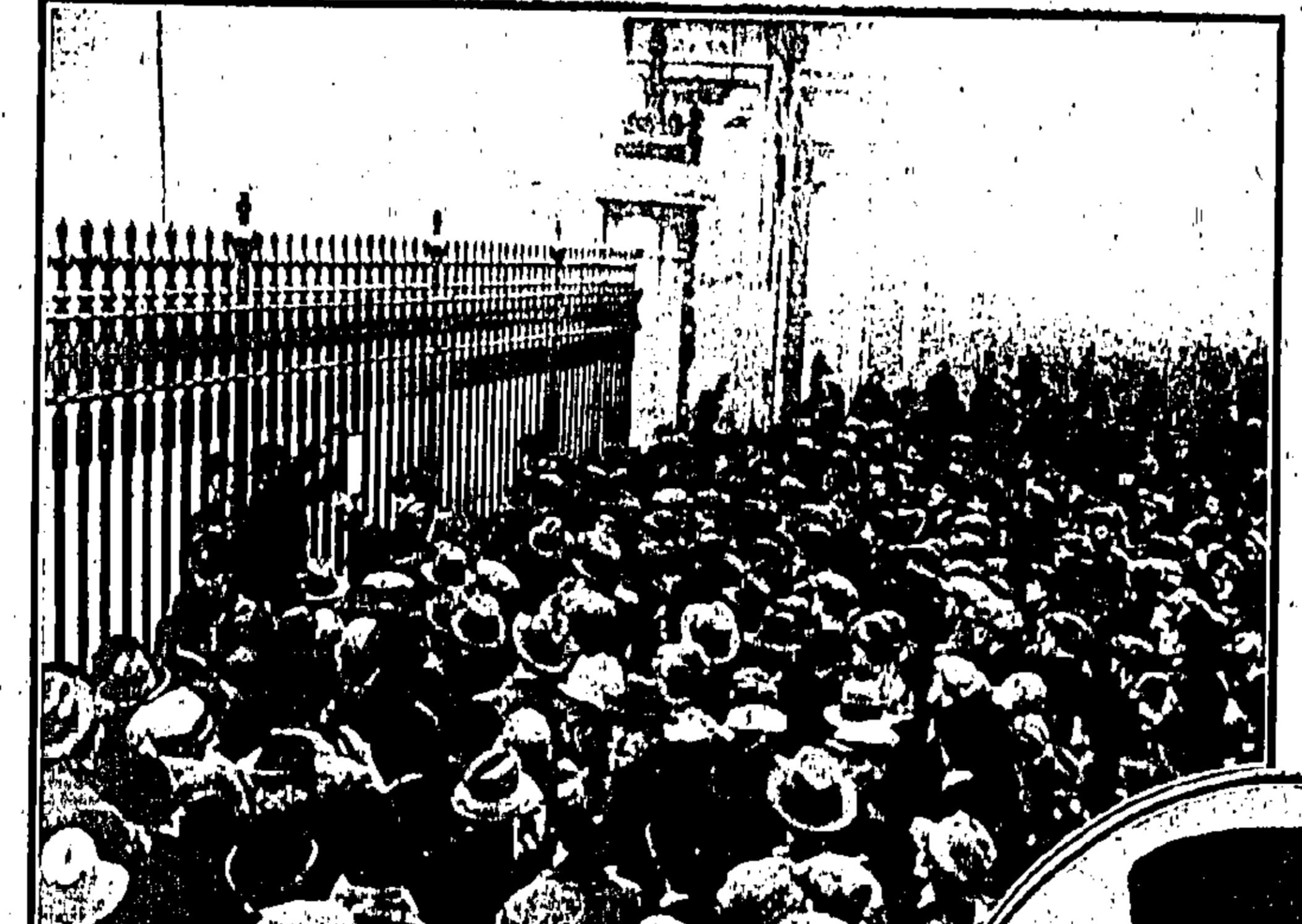
His Majesty having a chat with a little fellow who has started work very early in life.



The King and Queen snapped during a visit to Guernsey when little girls, all children of men who fell in the Great War, strewed roses in their path.



His Majesty is here shown conferring a knighthood on one of his Admirals aboard a battleship.



Bulletins being eagerly scanned outside Buckingham Palace during the King's illness last year.



In 1911, the year of his coronation, His Majesty visited India. He is here seen at a tiger shoot in which he took part.



A close-up snapshot of the King in mufti.



Some of his subjects shaking hands with the King in Hyde Park.



A pre-war picture, showing His Majesty riding with the ex-Kaiser in Berlin in 1919.



First photo of His Majesty after his illness, taken in the grounds of Craigwell House, Bognor.



A typical snapshot of the King, at a military parade, taking the salute.

## 90 PER CENT. POWER WASTED.

Professor Low's Lecture on the Motor Car.

## THE ELECTRICAL PHENOMENA.

Although we may be thankful that the chemist is no longer considered to be a man who manufactures pills, or the engineer someone with a bag of tools over his shoulder, there is every reason for all of us to be humble in the face of science, writes Professor Low in "The Motor."

We have no idea of how to cure a waste of nearly 90 per cent. in our motor-cars, from fuel to road wheels, and our ideas of electricity are still those of an attendant at a miracle. Perhaps, in the far future, we may discover that as a phenomenon of time electricity is no more marvellous than a close-up slow-motion picture of the hatching of an egg.

There is a story of Lord Kelvin who once called at the public view of a new laboratory over which he was shown by student. At the end of his chat, still quite unrecognized, he asked, "What is this electricity of which you have been talking?"

His guide thought for a moment and replied: "I am so sorry, but for the moment I have forgotten."

Back came the answer, a very human reply: "You are damned lucky!"

## Picking Up Thoughts.

I cannot say that very wonderful progress has been made since that time, for while to suggest that electricity is a phenomenon resulting upon the movement of electrons may help us to calculate the vagaries of alternating current more readily, it hardly strikes at the root of the matter. We are told by doctors that the action of the brain during thought is very similar to that of an electrical condenser, and indeed that life itself is an electrical occasion. I always like to argue that if this be true, the day will come when we can talk to each other without blowing air through our faces in irregular puffs.

It is impossible to conceive any electric action without some corresponding movement in the ether, and granted that such movement takes place during thought it does not seem altogether ridiculous to suppose that one day we may pick it up! But I am happy about it; all scientific progress is good for the world in the end, and it would be wonderful if the designer of motorcar knew precisely what were the thoughts of those unhappy persons who are faced with choked jets on a wet night or sparking plugs which sputter up every time one cupful of oil over the prescribed amounts added to the sump.

It is surprising to find how common is the error concerning one main cause of sparking plug failure. I am not concerned with the burning or melting of electrodes in high-compression engines. I know that it is not uncommon utterly to destroy a plug in a few miles of over-heating.

## SINGAPORE ROADS.

## Extensive Programme of New Work.

## FOUR MILLION DOLLAR PLAN.

Twenty-five miles of new roads are to be built within the Municipal area of Singapore during the next five years, says the Straits Times.

This programme has been adopted by the Municipal Commissioners, in consultation with the Improvement Trust, with a view to opening up large areas of land for building. It is expected that the acquisition of the road reserves will cost the Trust about \$1,000,000 and the construction of the roads, which will be done by the Commissioners, will cost something like \$3,000,000.

It will be recalled that a \$10,000 fund was set aside by Govern-

ment for Singapore town improve- ment during the regime of Sir Lawrence Gillellard. In addition, the Trust receives an annual revenue of over \$1,000,000.

There is a serious and growing shortage of suitable building land in the outer districts of Singapore, and this applies not only to bungalows, but to shophouses and terraced houses. Nearly all the available road frontages have been built up and if the population of the city increases at anything like the rate estimated for the next decades, new areas for expansion will be essential.

In Arrears with Roads.

Although no accurate census has been taken since 1921, the Trust and Municipal authorities appear to regard the 1929 estimate of Singapore's population—467,000—as being very near the mark. An annual increase of roughly 15,000 is allowed for, and at that rate Singapore will pass the 600,000 mark in 10 years' time. Before that, however, the Government decennial census will presumably have replaced guesswork with facts.

There are some who believe that the phenomenal growth of Singapore during the first century of its history is not likely to be repeated in its second. Such critics declare that even if the Peninsula is developed at the rate hoped for, a large proportion of the trade will go to Port-Swettenham and Penang, and that Singapore may soon reach its zenith. In any event, however, Singapore is already in arrears with its roads.

## Six Main Areas.

Two years ago there were 28 miles of road in the Municipal area to every 100,000 of population as compared with the Penang figure of 48 and the Colombo figure of 44. The proportion is always higher in smaller towns (Colombo's population is only 250,000), but even so the programme recently approved will only bring the Singapore proportion in five years' time to what it was in 1927—assuming an increase in the population to be approximately 520,000.

There are six main areas to be dealt with. The first two lie on the north and south sides respectively of Jalan Besar. Another is in the Kampong Java district. The 75-acre area at Tiong Bahru, which is being developed according to an Improvement Trust layout, in a fourth, and there are also the Telok Blangah and Siglap districts and the district lying between Newton and the Municipal boundary on the Bukit Timah Road.

The Jalan Besar schemes are close to congested districts and should stimulate building very quickly. The Kampong Java area is a comparatively small one, though also useful from a building point of view. There the main developments will consist of the extension of Norfolk Road from Jonkatan Marah to Milmheim Road, the extension of Owen Road to meet the new part of Norfolk Road and a new road parallel with Dorset Road and Norfolk Road. About 50 acres are also to be developed for building.

Siglap and Telok Blangah. Coming to more spectacular developments, the programme includes new main road connecting Chiat Road, running through the newly acquired Siglap area, and, in the same district, a new road cutting across from Grove Road to Geylang Road at the junction of Paya Lebar Road. The latter will penetrate an area which at present is served only by lorongs. Another interesting project is to open up the Telok Blangah district by constructing main roads

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Siglap and Telok Blangah.

Coming to more spectacular developments, the programme includes new main road connecting Chiat Road, running through the newly acquired Siglap area, and, in the same district, a new road cutting across from Grove Road to Geylang Road at the junction of Paya Lebar Road.

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to connect Kampong Bahru Road with Ayer Rajah Road and Tanglin Road. The Tiong Bahru area will also be given a connexion with Taiglin Road.

Returning to the eastern end of the city, the new King George's Avenue, which is to cut across from Syed Alawi Road, between Jalan Besar and Kallang Road, to Lavender Street, will be extended to meet Al Junied Road, and from Al Junied Road it will be carried out in the direction of

Paya Lebar. Provision has also been made for a road from Jalan Besar to McPherson Road. Land well suited for first-class residential building will be opened up by the new Duncan Road from Newton to the Municipal boundary, by a road branching off Bukit Timah Road near Stevens Road and connecting with Thomson Road and by a road connecting Adams Road with the Golf Courses Road. A connexion from Serangoon Road to Kim Keat Road is another useful scheme.

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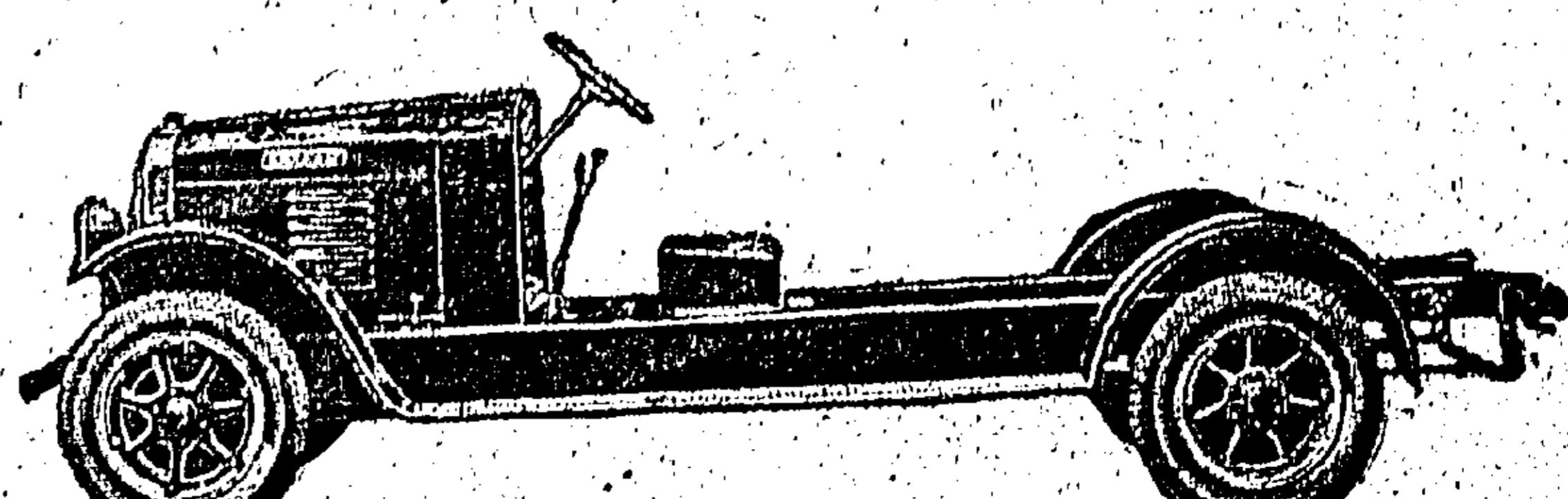
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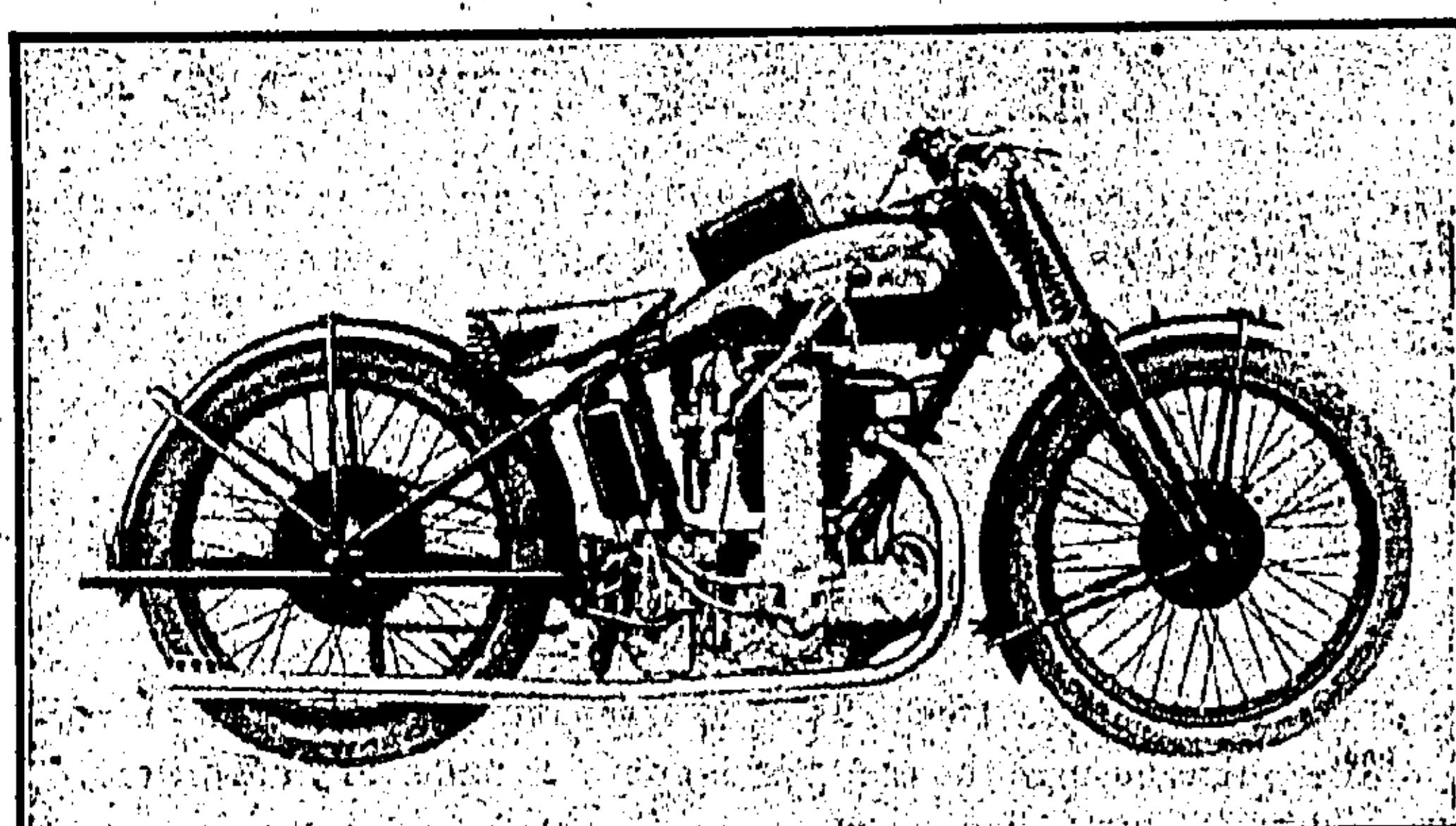
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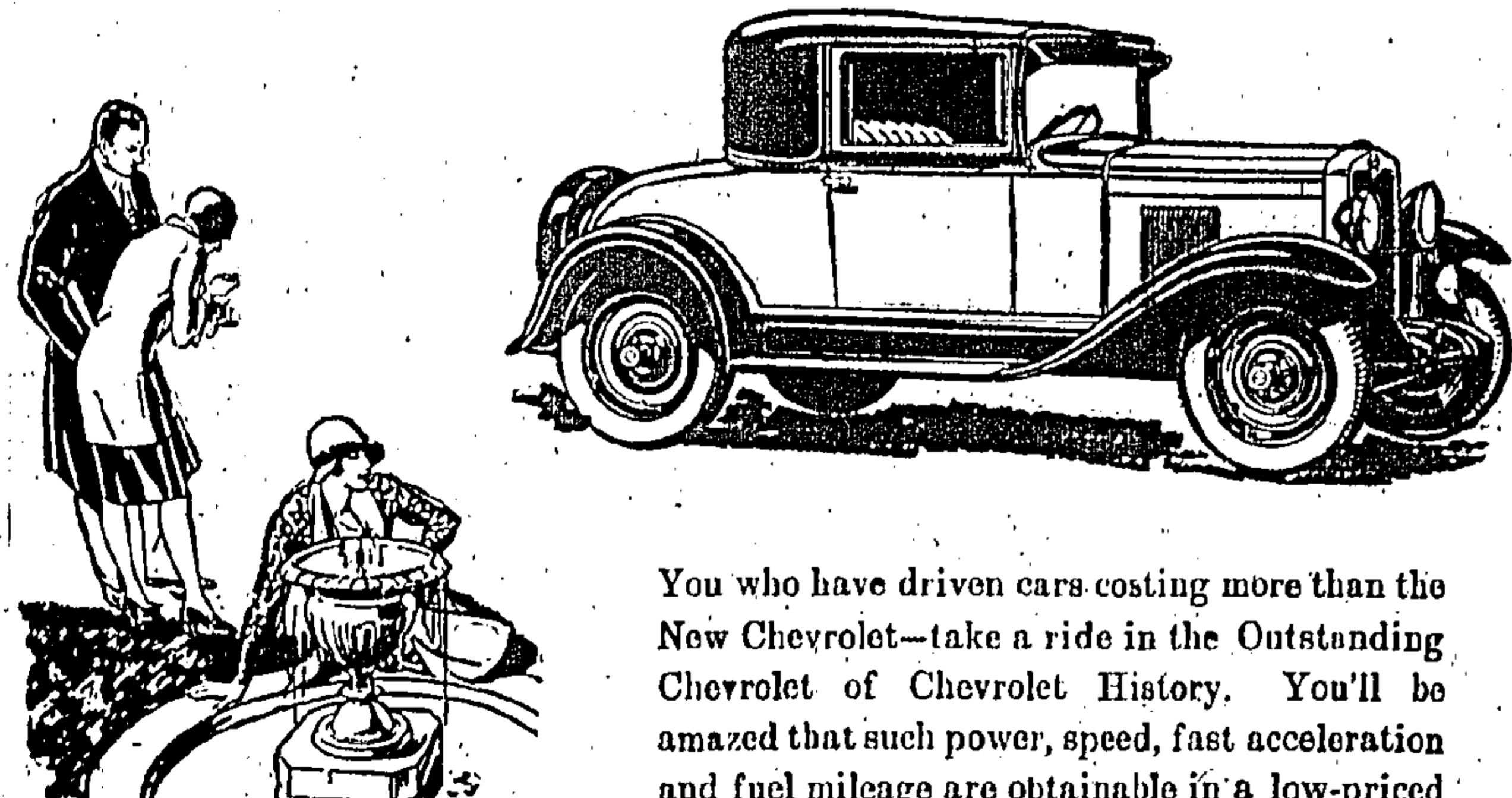
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## DEVELOPMENT OF THE MOTOR CAR.

### The Third Climatic Phase.

The automobile has reached the third climatic phase, which features the growth and development of every essential product, and is now entering the most permanent and stable period of its public utility, in the opinion of Walter P. Chrysler.

Chrysler sees in present automotive trends the most conclusive evidence of continued national prosperity. "All new inventions which are ultimately to become essential factors in human life and in the advancement of civilization must pass through three great stages of development," says Mr. Chrysler.

Naturally, the first experimental cars were costly. If the motor car was to grow in public use and become an essential factor in modern life, stability had to come.

#### Second Stage.

"The second phase was the production of more nearly standardized types in such volume that they should be within the economical reach of the mass of the people."

"Henry Ford set the pace through the long years of the second phase, the period of low-cost cars. A step behind him came the great quantity production era. We thought then that the ultimate status of our industry was attained. Great plants sprung up. Quantity became the keynote of automobile development. Then logically following it, was an era of ever increasing prices. In spite of the interruption of the war period the downward trend of prices continued steadily, with quantity output ever growing."

"An inevitable reaction from quantity production and high prices is demand for quality. The universality of that trend, affecting all essential products, suggests that it is perhaps more sociological than economic. When any article universally needed becomes cheap enough for practically everyone to possess it the demand for higher quality better style and greater luxury follows quickly."

"Since 1924 the demand for quality has become universal. It has changed the character of automotive vehicles most radically. It has remodeled factories

until not a car that I know of has escaped the necessity of conforming to a new public conception of what constitutes value in a motor car. Mr. Ford's latest product is his recognition of the public demand for modern luxury, modern performances and higher quality."

#### Quality Production.

"We are now arrived at the third and most permanent phase of any industry: the problem is now quality car production on the most economical basis."

"Quality can no longer be the exclusive prerogative of the large and high-priced car. Miracles of manufacturing have been accomplished in the past five years, and those miracles have all demonstrated the practicality of building the finest quality cars in large quantities, and thereby giving the greatest values in a quarter century of motor car manufacture."

"It is my judgment that motor car manufacturers can never again afford even the slightest sacrifice in quality for the sake of price. Quality, from the lowest to the highest priced cars, is here to stay. It is an absolute essential of the modern car."

#### Prices May Rise.

"With the faster movement of traffic we must have cars that are comfortable at high speeds, that take turns without dizzying sidesway, that pass over ordinary road inequalities without uncomfortable jolting. These are qualities that attach only to finely built vehicles."

"With the greater volume of traffic, moving at higher speed, cars must be under instant control. No longer will the public drive or ride in cars that are hard to start, that have stiff clutches, in which the gears shift with difficulty, or which cannot be decelerated even more rapidly than they pick up speed."

"More cars are at the approach of the ebb tide of low prices if we are to see quality and value sustained, and it is my belief that any further price changes in the automobile industry are more likely to be upward than downward."

## PERFECT STEERING.

Marles System on Nash.

USED ON SEGRAVE'S CAR.

Perfect steering control was a major factor in enabling Maj. H. O. D. Segrave to send his 900 horsepower Golden Arrow race car over the measured miles of the famous Daytona Beach race course at the terrific speed of 231.362 miles an hour for a new world's speed record. On the completion of his great run, the speed champion declared that the Marles steering gear, employed on the powerful British car, which is the same type as that used on Nash Advanced Six "400" models, gave him "the completest satisfaction."

Nash Motors Company engineers followed the performance of this steering system and the Major's masterly use of it with intense interest. They see in it a flushing success another powerful illustration of the importance that sturdy, dependable and highly sensitive steering systems play in modern motoring and safeguarding the lives of all drivers. For the slight deflection from the course at that terrible speed spelled certain death for the gallant pilot. The average motorist, they point out, will never have to subject his steering system to the awful strain

it had to undergo in the beach speed trials, but the drivers of Nash Advanced Six "400" models are doubly secure in the knowledge that the same type of Marles gear that brought Segrave through is used in these famous stock cars. This system, which supplies the new Nash car with the easiest steering control so far achieved, was developed to its present perfection through the co-operation of Nash and Gemmer Manufacturing Company engineers. Chief Engineers of The Nash Motors Company worked personally with Gemmer experts in improving and perfecting the Marles gear, and share in the credit for its remarkable efficiency.

Steering the powerful special racers over the Daytona course of nearly four miles a minute requires absolute accuracy on the part of the steering gear. Maj. Segrave employed rifle sights for his run and aimed the Golden Arrow as though it were a high calibre projectile. He had red bull's-eye lights suspended over the middle of the course and guided through them by two special sights. One was a device of crossed wires set in a circle on the nose of the car which centred with a naked rifle sight on the cowl. He declared after the run that the lights and sights saved him from disaster when he ran through eleven patches of water which sent his tyres plowing a half inch into loose sand. It was here that the steering system on the Golden Arrow did its heroic work and

## FIRST MOTOR RACES.

Fifteen Miles Per Hour.

THIRTY YEARS AGO.

Thirty years ago, before the public knew the lure of filling stations, "hot dog" stands and camp sites, French automobile enthusiasts had already organized long distance races under ordinary road conditions, to prove the fitness of motor cars for touring. Causing great excitement in France and only a few ripples on this side of the Atlantic, one of the first of these contests was run from Paris to Bordeaux and back, in June, 1895. There were two American participants, Mr. Gordon Bennett and Mr. Vanderbilt, according to an account of early tests in France written for "The North American Review" in 1899 by the Marquis de Chasseloup-Laubat.

Lovassor, the famous French motor car builder, won the Paris-Bordeaux race. He made the round trip of 738 miles in 48 hours and 48 minutes. He supervised the machine himself constantly except when ascending an occasional incline, when the rate of speed was comparatively slow and when he had entrusted the lever to his mechanic. Yet he did not appear to be overfatigued; he gave the final signal to the registering clerk with a firm hand and took with great relish a cup of bouillon, two poached eggs and two glasses of champagne."

The winning "carrago" was a "petroleum vehicle," and the outstanding feature of the race was the triumph of gasoline over steam. Of the 15 gasoline cars which made the start, eight got back to Paris, while only one of the six steam-driven "carriages" managed to stick to the finish.

An Adherent to Steam.

The Marquis continued to be an adherent of steam, however. In the second big race, from Paris to Marseilles and return, in September, 1896, he and his brother drove a steam-propelled car, but they never got further than Lyons (about 215 miles from Paris), and they were eighty-five hours in covering that distance.

"We spent forty-seven hours on repairs on the open road," he confessed, "part of that time in a drenching rain. Almost every part of the mechanism was out of order, and we had every breakdown conceivable except an absolute explosion of the boiler. We ran down a dog, overturned two carts (whose drivers, frightened at sight of our enormous machine, turned to the left at the last moment), upset a cow, and finally broke down a fence in trying to make a turn on soft and heavy soil."

Among other recorded misfortunes, one car in the Paris-Marsailles race was defeated "in consequence of a rupture in its large pneumatic tyres," which M. Michelin had fitted to it without having studied and perfected them sufficiently." As to speed, "the mean velocity" of the winners in these two contests was about fifteen miles an hour, with a maximum of eighteen to nineteen maintained throughout several hours in a level region.

Carried away by what he saw coming in the future, the Marquis prophesied the expansion of suburbs, with the possibility of a man's living ten or fifteen miles from his office, and a revolution in rural conditions.

It was in 1899 that he published these opinions, but the average American could scarcely have warmed up to them. A year later the Secretary of Agriculture, James Wilson, in discussing the problem of goods roads for "Harper's Weekly," never so much as mentioned the automobile.

brought the great car to a speed record that may never be equalled, owing to the American Automobile Association's decision to halt all further speed trials this year and the general feeling against this type of test.

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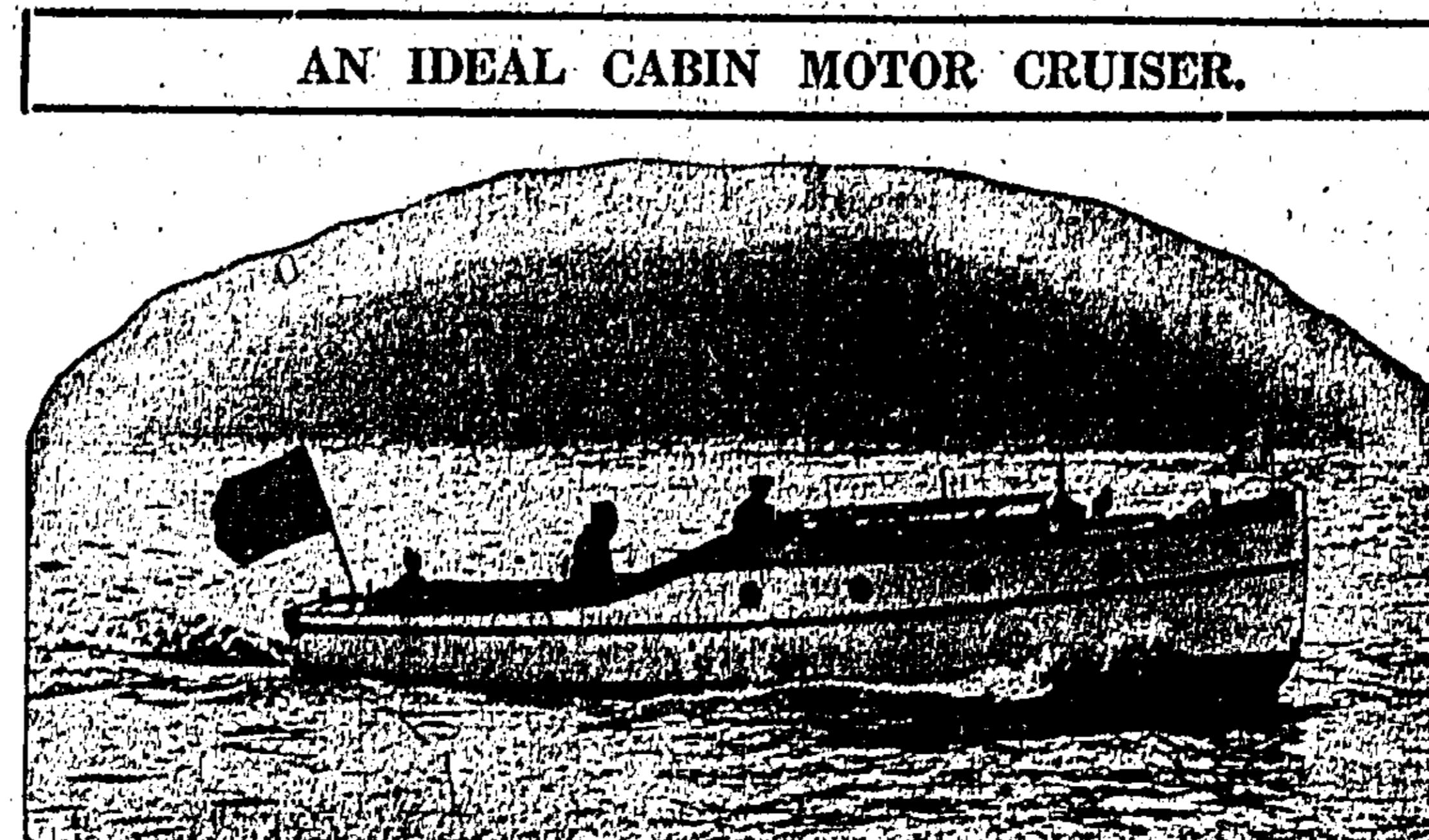
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The above picture shows one of the ideal types of cabin cruisers. It is fitted with a Thornycroft engine, and develops a speed of 9 knots.

## SPEEDWAY FOR SINGAPORE.

## Dirt-track Racing to Start Shortly.

In a few months time, possibly in September, Singapore will have fallen in line with most of the cities of Europe, the United States and Australia and have a motor-cycle dirt-track of its own. Such is the scheme of an Australian business man who is now in Singapore finishing the preliminary details before beginning the construction of the track. A site has been obtained, plans drawn up and riders engaged, and

now little more remains to be done, before building operations are started.

Mr. F. Heron Pitcher, the promoter of the scheme, is enthusiastic about the prospects of dirt-track racing here. He describes the sport as the most thrilling invented, and says he has had ample evidence that it will have a great appeal to all classes in Singapore. "Some people are rather sceptical about it coming to stay," he added, "but I have no doubt that once the people see the races, they will want more. Besides having some of the greatest experts of the dirt-track in the world performing on the Singapore track, opportunities will be given for local amateurs and professionals to race, for which trophies and cash prizes will be given. I have had many promises from motorcyclists of all nationalities, including many Europeans, and I have no fear that there will be a dearth of riders."

## Coaching for Local Riders.

Continuing, Mr. Pitcher said that he had made arrangements for twelve of the foremost riders in Australia to come to Singapore, but owing to the delay in completing the preliminary matters about the site, these men had to proceed to England on contracts there. However when their European contracts were completed he is certain they will come to Singapore. He had been fortunate in retaining the services of Sig Schlam, who is described as the "idol of Australian Dirt-Tracks," who will supervise the laying down of the track, and will be available for coaching local aspirants to fame on the speedway.

The situation of the track is in Upper Serangoon, at the top of Alcuff Avenue. The latter is a new road which starts at the junction of Upper Serangoon Road and MacPherson Road. The site is 11½ acres in extent, the majority of which, of course, will be taken up by the racing track. The other part has been set aside for a pavilion and grandstands, raised banking, workshops, refreshment rooms, etc. The track will be one of the latest in design, and similar to the new tracks in England. It will be oval in shape, and the distance round will be 440 yards. A firm foundation will be covered with pulverised cinders, and will slope from a height of 2 inches on the inside to 9 inches on the outside. It is expected to attain speeds of well over 50 m.p.h. A wooden safety fence will be erected on the outside of the track, this being for the purpose of preventing riders going off the course when cornering, and also providing them with a kind of "buffer" to steady themselves. This fence

will also serve to keep the cinders in place. The bends are 50 feet in width, and the straights, 33 feet wide.

## Betting Prohibited.

One of the main features of the track will be the illumination. This part of the scheme is in the hands of a company which has already put installations on the foremost tracks in England and the continent. The track will be illuminated to the extent of 210,000 candle power, by lamps suspended in couples all round the track. At the corners, of course, the lights will be more numerous. The lamps will be masked with triangular reflectors, so as to concentrate the light on the track. They will be set at an angle facing the direction of the race, so as not to blind the riders. They will also be masked from the spectators as much as possible.

As far as can be determined at the present time it is expected that races will be held on two evenings a week, on Wednesday and Saturday.

One of the main objections that has been raised against the suitability of a speedway in Singapore, is the opportunity it will give for gambling. The religious sects, etc., understand, have put forward this objection, but they can rest assured that the prevalence of a dirt-track will not increase facilities for betting, for one of the conditions of the management is that gambling will be strictly prohibited. There is little doubt, however, that people will make wagers among themselves, but no one can argue effectively against that. The main point, however, is that betting will not be allowed officially.

Riders' Machines' Insurance.

In the matter of visits of "crack" riders, from Australia the promoters do not expect to experience any difficulty. In Sig Schlam, who will be permanently engaged here, they have one of the foremost exponents of the sport in the world. His fame is well-known in England and one of the trade papers comments about him in the following manner: At a meeting at Perth, Sig Schlam proved himself to be one of the best riders ever seen there, although the track has been visited by all the "cracks". Although he is very occasionally beaten by a faster machine, he never seems to succumb to superior riding ability. Other riders, whose names are practically household words in Australia, and are now enhancing their reputations in England, who will visit Singapore soon after the opening include Parsons, Duckett, Chapman and

Chick, while Fay Taylor, the world's woman champion of the dirt-track, has expressed her willingness to come.

With regard to machines, at first riders will have to use their own motor-cycles and those which are not adapted to track racing will have to be dismantled and made suitable. However it is confidently expected that a firm of importers will get out the specially designed dirt track machines.

Another important matter which is at present under consideration is insurance facilities for riders, and the promoters are already negotiating with companies in England who undertake similar business. In connexion with the Home tracks, and are confident of getting facilities extended to Singapore. Riders, in England, pay 7s per night, and are fully insured for all mishaps.—*Straits Times*.

## GAS COST VARIES.

Gasoline prices in European countries vary from 21 cents a gallon in England to 53 cents in Italy. In Austria gas is 26 cents, in Belgium 27 to 32 cents, in France 32 cents, in Germany 25 to 28 cents, in Switzerland 35 cents and in Spain from 32 to 50 cents.

## INEFFICIENT.

It is said that efficient use is made of only 9 per cent of the gasoline consumed by an automobile. Engineers say that 38 per cent is lost through the exhaust pipe, 28 per cent is absorbed by cooling water and 15 lost in heat radiation.

## SMALL, BUT NUMEROUS.

At least fifty per cent. of the cars on the road in Great Britain have motors of less than 12 h.p.

## KNOCK THEORIES.

## Power Efficiency of Petrol.

## TWO IMPORTANT FACTORS.

Few people, as they gaze at their ideal car, have a thought for that necessary complement—the fuel that makes the wheels go round. Yet it is just as important to have a perfectly produced fuel as it is to have a perfectly manufactured car. Fortunately, with the advance in automobile engineering has gone an even more marked advance in the science of oil-refining and the blending of motor fuels. Much valuable research work has been carried out at the instance of the large oil companies on the behaviour of petrol mixtures in the internal-combustion engine. The Empire Motor Fuels Committee has had similar researches carried out on the behaviour of alcohol and alcohol-ether mixtures. Some review of the results of these fascinating experiments may help petrol consumers to appreciate the problems of the petrol producers.

However little motorists may know about the petrol they use, they will judge it quite rightly, by the degree of its tendency to "knock." The joy goes out of motoring when one hears that hateful "pink."

"Knocking" means loss of power and economy. The spark has to be retarded and the mixture enriched, which means that the engine gets hotter and more petrol is consumed. Freedom from "knocking," on the other hand, implies that the car will stand an advanced spark, even up hills, so that the engine keeps relatively cool and less petrol is consumed. In other words, more power is obtained at less cost. Clearly, the tendency to "knock" is the outstanding factor determining the practical value of a petrol. Compared with

this all other considerations are of secondary importance. But what exactly is a "knock" or "pink"? Probably not one in a hundred motorists could give a correct answer.

## Little Exact Knowledge.

The truth is that there is little exact knowledge even now of the behaviour of the exploded petrol mixtures in the internal-combustion engine. Every explanation of a "knock" is in the nature of a theory. Mr. H. R. Ricardo's theory is, perhaps, the one generally accepted. In more or less his own words, when the mixture of petrol vapour and air is compressed to a high pressure and to a temperature approaching that of its self-ignition temperature, and is then ignited by the spark, the flame at first spreads by the normal process of combustion, compressing before it the unburnt portion of the charge. When the consequent rise in temperature of this unburnt portion is more rapid than the rate at which its heat can be given off, the spontaneous ignition takes place, and an explosive wave is set up which strikes the walls of the cylinder with a hammerlike blow causing the familiar "pinking" or "knocking," which the scientists call "detonation."

It is quite different from pre-ignition proper—that is, from self-ignition of the mixture of petrol vapour and air before the passage of the spark. But "knocking," if persisted in, will raise the temperature of the points of the sparking plug so as to cause pre-ignition. How, then, is "knocking" to be avoided?

Mr. Ricardo has proved that "knocking" is less the lower the rate of burning of the fuel. The reason for this, according to his theory, is that if the ratio of spread of the flame is sufficiently slow the unburnt portion which is being compressed can get rid of its heat quickly enough to avoid self-ignition. In all cases it seems that a low rate of burning is advantageous. No motor fuel has yet been found of which the rate of burning was too low to permit of maximum efficiency being obtained in the highest-speed engine yet tested.

## CONVERSION OF A PRINCE.

## Ardent Royal Motor Cyclist.

## BUYS BRITISH MODELS.

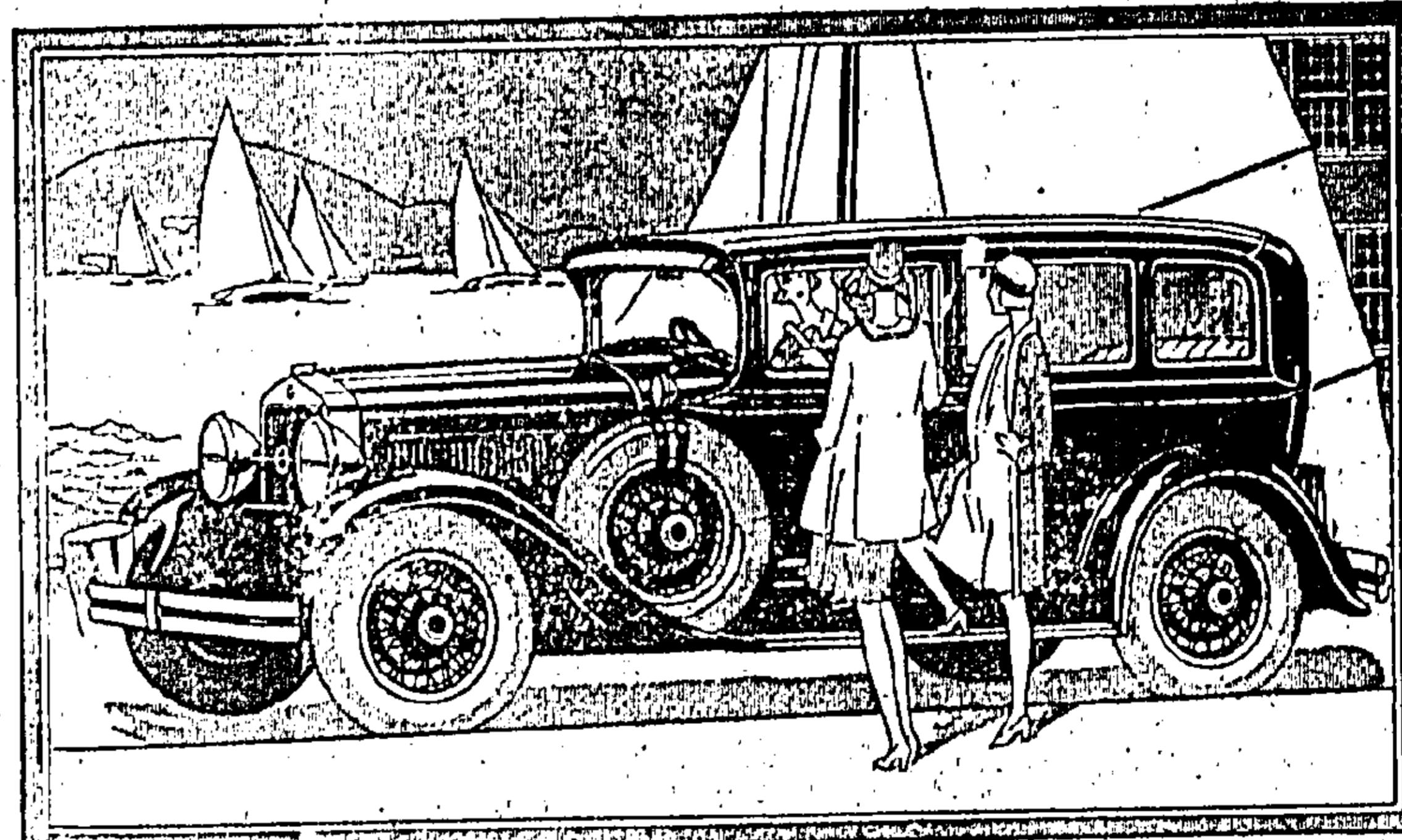
Prince Carl, Jnr., of Sweden, is one of the latest converts to the sport of motor-cycling. When other Swedish princes concentrate on skiing and skating, Prince Carl prefers motor-cycling, and states that he will never tire of it.

He also takes an interest in the mechanical side, for, to quote a translation from a Swedish paper; "It was among oil, cotton-watches and clomorous machines" that the journalist found him. Although several Swedish machines are made, Prince Carl rides a British Ariel, of which he has just taken delivery. He rides both solo and sidecar, but prefers the "further category" since there is more excitement "when having two wheels under the machine than three."

Prince Carl would much like to compete in ice or dirt track races, but states that there are certain obstacles in the way of it which will be very hard to surmount. He is not so interested in reliability trials which, in his opinion, "cannot sportively be equal to speed/races."

Mr. Ricardo next showed that the rate of burning was affected by the chemical composition of the petrol—this is, by the relative proportions of aromatics, naphthenes, and paraffins it contains; that the smaller the proportion of paraffins the better from almost every point of view; and that a certain proportion of aromatics, estimated at about 20 per cent. for the majority of commercial motor engines, practically eliminated the tendency to "knock."

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interprets its capabilities. Lower—and steadier at great speed because of its double-drop frame. Restful riding, such as the world never knew before Studebaker introduced the luxury of ball bearing spring shackles, is still further enhanced by hydraulic shock absorbers.

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# HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

PRECAUTIONS AGAINST SKIDDING ACCIDENTS.

Other than careful driving, chains offer the only protection. Keep them on whenever roads are icy, snowy or muddy or greasy from fog or light rains. Don't rely too much on anti-skid treads, for their holding power is low when road surfaces are wet, because water is pretty good lubricant for rubber. Whenever you are driving on a slippery road, keep constantly in mind the fact that you cannot stop your car nearly as promptly, without the danger of skidding and perhaps turning around, as you can on a dry, bare road. Never for a moment forget this or fail to act upon this knowledge. Use the utmost foresight to avoid getting into situations which require jamming of brakes, by keeping a liberal distance from other vehicles, by driving very moderately at all times and by slowing down when approaching blind crossings or when about to turn into an intersecting street. The most effective safeguard against skidding is low speed, especially because a reasonably prompt stop can be made without violent braking.

Keeping well away from other vehicles, trees, the curb and other objects reduces the danger of damage in case skidding takes place. Avoid sudden abrupt turns at any but the very slowest speeds, on account of the likelihood of skidding. Make all steering movements as gentle as slight as will give the desired change in direction. Don't cut in or out of the straight path more suddenly than necessary. On very slippery roads don't "step on the gas" too suddenly, especially when rounding a curve or when the car is on a steeply crowned or "silding" road. The best all-around rule for skid prevention is: Steer gently, brake gently and accelerate gently, for this will help to prevent the wheels from losing their rolling contact with the road. "Dashed

## This Truck Shimmies.

Question.—We have trouble with the steering of our truck and have to tighten and

## ARMOURED CARS.

## For U.S. Cavalry.

## LA SALLE AND PONTIAC.

The latest addition to the United States Cavalry is an armoured car. Just as the infantry found tanks effective in combat and has adopted them as part of its armament, the cavalry has found armoured cars similarly useful, particularly for reconnaissance and communication purposes.

Upon completion of the U.S. War Department's exhaustive tests to find out what cars were best able to withstand the rigorous stresses of army life, two sleek General Motors cars—a Pontiac six-cylinder and a LaSalle eight were chosen as the most powerful and practical for military purposes.

According to Major-General Herbert B. Crosby, Chief of Cavalry, who supervised the tests, "Heavy armour upon armoured cars would reduce their mobility, speed and employment over ordinary country roads and bridges. Armoured cars should be constructed on a strictly commercial chassis, procurable in quantity in emergency. Given the chassis, armour plate and the necessary specifications, any machine-shop should be able to

quickly turn out armoured cars. Armoured cars are essential components of both cavalry and mechanized forces," said Major-General Crosby, "and eventually will form part of all large forces. We have two types of experimental armoured cars, the 'medium' and the 'light.' The nobility and speed of the armoured car are its essential characteristics and these very characteristics make it a difficult target."

## The Car Chosen.

The light armoured car chosen by the U.S. Army is a Pontiac six-cylinder, carrying a crew of three men, (one driver and two gunners). Its armament consists of 30-calibre machine-guns; rear gun on anti-aircraft mount with a cruising radius of 150 miles. The car is armoured against 30-calibre bullet in front of the driver. It is built on a standard chassis, equipped with 32 x 6.30 inch balloon tyres. It has four-wheel brakes and standard equipment. The chassis has a 108-in. wheelbase and is equipped with shock absorbers. The car carries 5,000 rounds of 30-calibre ammunition. It resembles very closely the present so-called "cross country car," except for the armour in front of the driver's seat, the machine gun and the six-cylinder engine with which it is provided instead of a four cylinder.

The windshield has been removed and a one-fourth inch armour installed in its stead. This armour is of height sufficient to permit the driver to look easily over the top. A belt of armour also covers the back of the front seat. A machine gun is mounted over the windshield, in position to be served by the gunner sitting next to the driver. The tonneau is open and has a machine-gun mounted on it ready for fire against aircraft or ground targets. The car is equipped with two removable seats in the tonneau to provide for additional men if necessary.

## The LaSalle Also.

The medium car is a LaSalle eight-cylinder, accommodating a crew of four men and armed with a .30-calibre machine-gun. The one-eighth-inch armour plate is proof against the service bullet at all ranges above 80 yards and against the armour-piercing bullet at ranges above 780. There are ports in the armour for pistol or rifle fire.

The speed of both types of car on the road is the same as other touring cars in their class. There is a folding armoured top which can be closed so as to afford overhead protection when needed but ordinarily the top will be open and the crew will fire over the sides.

The War Department has approved a troop of 12 armoured cars to each cavalry division. The first troop consists only of the Pontiacs and LaSalle.

## "THE IRON HORSE."

## Some Ancient Road Grievances.

## TROUBLE FROM SPEEDERS.

There were traffic troubles and tolls and joy riders one hundred years ago when the motor car and bicycle belonged to the far future, and the "Iron Horse" and train were gazed upon in curiosity, says the American "Motorist," official publication of the American Automobile Association.

The A.A.A. magazine states that newspapers of a century ago were filled with stories of traffic mishaps and careless drivers of stages.

"Back in the days when great, great grandfathers rode, the authorities took serious counsel of such things as speedsters, road hogs, joy riders, drunken drivers—and of how 'females' were enticed from their homes by the lure of the stage coach and how pedestrians on the sidewalks were too frequently injured by recklessly driven wheelbarrows," continues the journal.

Collegians and other young men of the present era of jazz speed, not infrequently, are brought into court for fast and reckless driving and are fined or lectured therefore. Just one hundred years ago, according to a journal of that time, the idle and effeminate young men of the larger cities should have followed the example of a speed bound of January, 1829, to wit:

A young gentleman of Cincinnati travelled from Nashville to that city, a distance of 366 miles, in three days and a half! This is an example worthy the emulation of the thousands of idle dissipated and effeminate young men of our large cities, who pay more for horses and carriages hire than their services to the world will ever be worth!"

Another item of 1892 says: "During the past week twenty-five persons were brought before the police of Philadelphia and either committed or fined. Among the number twenty-five persons were fined \$2 each for using wheelbarrows on foot pavement; one person was fined \$3 for driving at an immoderate rate, and one fined \$5 with costs, for riding on the footway."

# A Revelation in Transport

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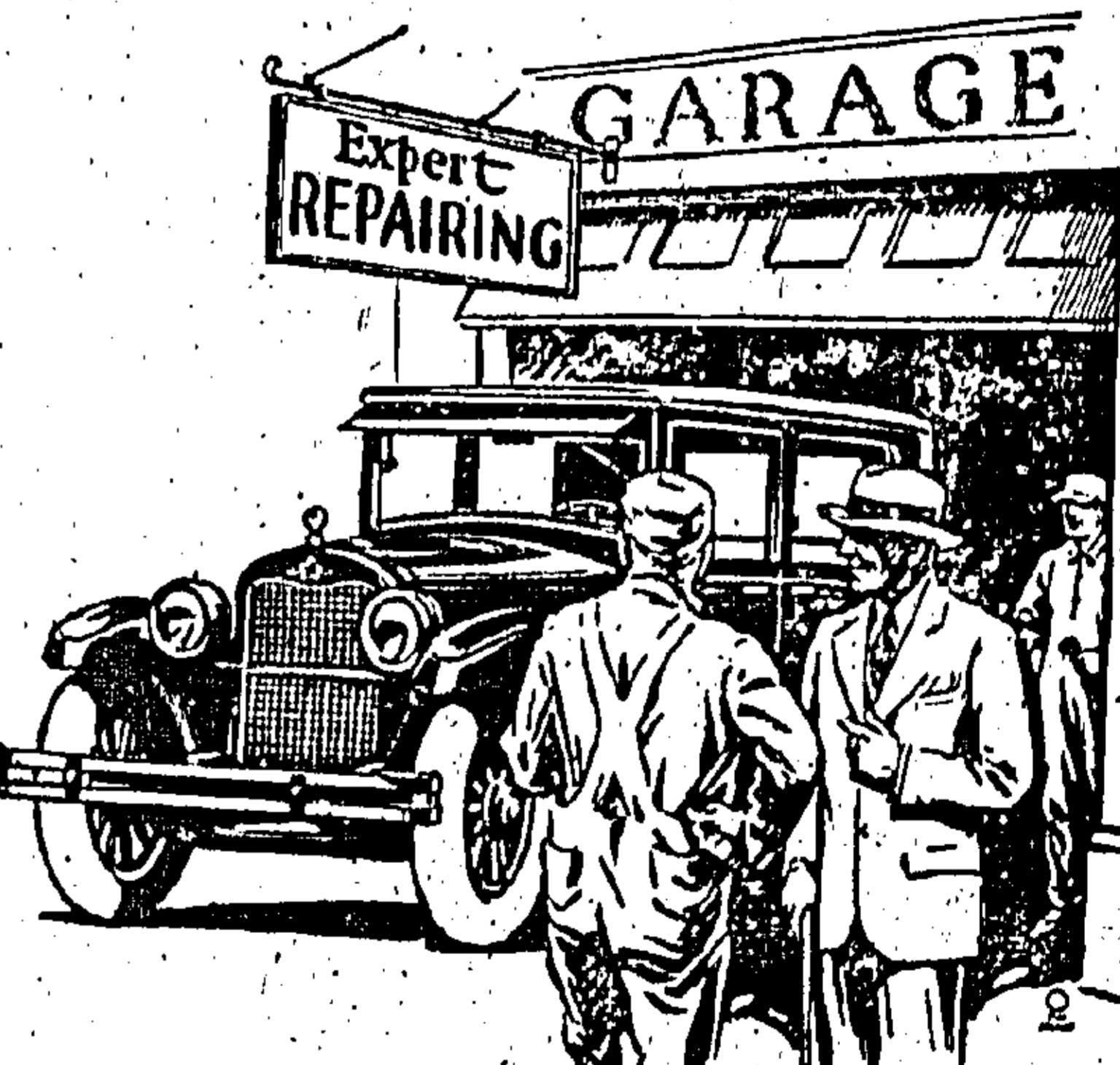
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PRINCE'S BUILDING, HONGKONG.

**Straits Charities Benefit.****Bequests by the Late Mr. John Somerville.****Town Hall Donated.**

Bequests to various Singapore charities are made in the will of the late Mr. John Somerville, who died at Edinburgh on January 13, this year. Rescoring of the testament-testament of the will has been granted to Mr. D. J. Lewis, of Hongkong, the local estate being sworn at \$18,900. The value of deceased's property in Britain is not stated.

In addition to numerous family bequests, £100 is left to his chauffeur, James Cassidy, and £50 each to his other servants of over two years' service.

The Straits Benevolent Society of Singapore receives £1,000, the Presbyterian Church at Singapore £500, the Children's Aid Society, Singapore, £500, and the Bromley Hospital, London, £1,000.

In addition, a sum of £500, free of legacy duty, is set aside towards the erection or establishment of a Town Hall at Lias, Dumbartonshire.

Mr. D. J. Lewis, of Hongkong, is the attorney for the executors, Mr. Charles McArthur, of Blackford Mount, 21; Morton Hall Road, Edinburgh; Mr. James Walker Somerville, of Edinburgh; and Mr. David Kemp Somerville, of Gowandal.

**Communists in a Chateau.****Fifty Surprised by Police.**

Paris, June 10. A veritable Communist council of war was broken up when the police descended yesterday on a meeting in the suburbs of Paris and here off a comrade "wanted" for an unexpired term of imprisonment.

The deliberations were being held at Achères in a luxurious chateau which a rich and philanthropic industrialist had lately presented to the municipality. The Mayor of Achères, being a Communist, offered the chateau to his party for one of the secret meetings, held every three or four months.

The police, however, got wind of the arrangement, and arrived in the middle of the proceedings. Passing the guards, who took them for high delegates from Moscow, they penetrated the grand salon, where the council of 50 were seated in tapestry chairs round a polished mahogany table.

In an adjoining room there were preparations for an expensive meal, with wines and liqueurs. A richly stocked cellar was also found. The "wanted" man was discovered hiding in a cupboard under a staircase.

No other arrests were made, but a quantity of papers were seized, some of which, hastily hidden in a suitcase in the garden, are considered important. Several important Communists, including Marcel Cachin, the leader of the party in the Chamber, Sernard, and Monmouscau were among those present, which indicates the importance of the gathering.

**Sussex Cliff Tragedy****Admiral's Divorced Wife Found Poisoned.**

A verdict of suicide while of unsound mind was recorded at the inquest at Brighton on Mrs. Nellie Rose Prothero, the divorced wife of the late Admiral R. C. Prothero. Mrs. Prothero was found dying on the cliffs near Saldean, and by her side were an empty bottle and a handbag containing a letter and one farthing.

John Payne, a hairdresser, of West Hillroad, Brighton, said that Mrs. Prothero had lodged with him and his wife for seven or eight years. She occupied one room. An allowance which she had received regularly ceased two years ago and since then she had gained a precarious living and had parish relief. Her poverty had been a great worry to her. At the time of her death arrangements had been made for her to enter the workhouse.

In a letter which Mr. Payne said was in Mrs. Prothero's handwriting she had written: "Been to Worthing, seen the Major, and he, as near as toucher, turned me out. Being so para-paraly-damn, can't spell. Asked if he could help me and he said he was expecting the music teacher. May God bless all my friends. Am having a beer and a cig before taking my dip."

Mr. Payne said he thought that the Guardians might have done a little more for a woman of Mrs. Prothero's education; but the Coroner said that that was not a matter for him to consider.

**Rain Interferes with Cricket.**

(Continued from Page 1.)

could do little with the bowling of Clark, who took 6 wickets for 41 runs. The innings closed at 219.

Northants made 268 in reply, and the tourists scored 11 runs for 0 wickets when play closed.

**A SUSSEX VICTORY.**

The Wicket in a Mess.

Sussex gained their second successive victory after a bad start to the season, defeating Worcester at Brighton by six wickets.

Worcester won the toss and elected to bat first. They fared badly, however, being dismissed for 95 runs!

Sussex made 308 runs for 7 wickets in reply and regarded this as sufficient to justify a declaration.

The visitors made a great effort and avoided an innings defeat, scoring 239. Tate bowled exceedingly well, taking 6 wickets for 76 runs.

Sussex were left to get 27 runs to win, and they lost four wickets in so doing.

**Surrey in Old Drums.**

Bowlers Thrashed at Birmingham.

Warwickshire won on the first innings against Surrey at Birmingham, though the visitors gained the privilege of batting first.

Surrey made 273 in their only venture at the wicket, this useful score being made possible by the fine batting of Shepherd, who hit 116. Partridge took 5 wickets for 78 runs.

Warwickshire made light of the Surrey attack, Kilner and R.E.S. Wyatt in partnership enabling them to pass the Surrey total with three wickets down. Kilner was sent back after making 121, but Wyatt was not out at the close with 161 to his credit. The score then stood at 341 for 3 wickets.

**Tense Struggle.**

Middlesex get First Innings Points.

There was a tense struggle for first innings points at Portsmouth, where Hants and Middlesex were in opposition. The visitors led on the first innings by 35 runs.

Hants batted first and were dismissed for 117. Middlesex also had to struggle for runs and their last wicket fell at 152, Horman taking 6 wickets for 45 runs.

The home team gave a much better display on batting again, declared with 9 wickets down and 289 runs on the board. Middlesex had compiled 111 for 3 when stumps were drawn.

**Captain's Innings.**

M. J. Turnbull in good Form.

M. J. Turnbull, the skipper of Cambridge eleven, scored a nice century against Mr. H. G. D. Gwyson-Gower's XI at Eastbourne. The match was drawn, though Cambridge were in a fairly strong position.

The Light Blues made 273 (Turnbull, 109) in their first knock, and dismissed the L. G. Gower's XI for 195. E. D. B. Blundell taking 6 wickets for 51 runs. In their second innings, Cambridge made 151 for 7 and declared. Their opponents had closed 152 for 5 when the game closed.

**Another Drawn Game.**

Dark Blues Narrowly Escape Defeat.

The Dark Blue team narrowly escaped defeat at the hands of an M.C.C. team at Lord's. At the close of play, the M.C.C. were within fourteen runs of victory and had 6 wickets in hand.

Oxford were dismissed for 169 and 189, the M.C.C. making 277 (Armitage 105) in their first innings, and 68 for 4 wickets in their second when they needed 82 to win.—Reuter.

A jury at Southwark County court has reversed the decision of another jury which had awarded a plaintiff £39 damages for personal injuries. The plaintiff, Robert Welch, a packer, of Wansey-street, Walworth, S. E., brought an action against Mr. David Green, managing director of Waygood-Ollis, Limited, engineers, whose motor-car, he alleged, knocked him down in Westminster Bridge-road. Green denied negligence, but at the original hearing the jury gave a verdict for the plaintiff. On the application of Green's counsel, Judge Moore set aside the verdict on the ground that it was perverse, adding that no one in court could shut his eyes to the fact that the foreman of the jury was a very dominant person, and had undoubtedly influenced other members of the jury against their better intentions.

**Stricter Licence Regulations.****Manila Chauffeurs Must Understand Mechanism.****To Lessen Accidents.**

Manila, July 1. Conditions for the granting of licences to professional chauffeurs in the Philippines will be made more strict and the candidates' moral qualifications will be looked into with a view to eliminating all undesirable applicants, the superintendent of the automobile division of the public works bureau, announced yesterday.

A thorough knowledge of the mechanism of all makes of automobiles will be required in order

**British Law Court as Model.****An Experiment in Germany.**

Berlin, June 7. The system of cross-examination of witnesses by counsel, so firmly rooted in British judicial practice, was introduced for the first time in a German Law Court to-day. Great public interest was manifested in the experiment, which was made with a view to determining whether cross-examination should be introduced permanently as a new code in criminal procedure, and a large number of lawyers and officials of the Ministry of Justice attended the court.

Under the existing code, formulated fifty years ago, cross-examination is permissible, but has never hitherto been employed. The code even goes beyond British practice in disallowing the Judge to interfere with counsel's questions.

The case chosen was a simple one of a man charged with forging his father's signature on bills. It would have been settled in one hour by the ordinary German method; whereby the Judge conducts the principal examination of witness and counsel only put supplementary questions.

It was prolonged, however, over several hours by the new process, partly because counsel were inexperienced in this method and partly because they desired to show their capacity to rise to the demands placed upon them. The Judge had actually to overstep his authority and stop the long-winded questions of defending counsel.

The conclusion was drawn that the British system produces a more thorough sifting of the evidence, but wastes time. This first experiment has apparently not made a good impression on observers, but will probably be repeated before a final decision as to adoption is taken.

**Giants Unearthed in France.****Fifth Century Invaders Seven Feet High.**

Paris, June 5. On May 30 the *Temps* drew attention to the discovery of some ancient tombs near Tournus, in the neighbourhood of Mâcon, by some workmen employed in building a cellar. Two more tombs have been unearthed, disclosing the bones of bodies supposed to date from the age of the barbarian invaders. The men buried here were over seven feet in height.

The *Temps* points out that the Bishop, Sidonius Apollinaris, a Latin writer who lived at the time of the German invasion of the 5th Century A.D., mentions the unusual height of the Burgundians. It is supposed therefore that the graves of Tournus are those of Burgundian warriors.

A problem is set by the direction in which the tombs are built, five of them having the foot towards the east and the other two towards the south. The same plan has been observed in several other burial grounds of the invaders in this region and is presumed to have had a religious significance.



"Oh, I know who your son is all right, but that address would help a lot."

*The Very Idea!*

Autopros of a recent note on the pronunciation of names a correspondent writes to a Home paper: "I was in Park-lane, and wanted Harford-street, so I said to a burly policeman 'Is Harford-street near here?' He drew himself up to his full height and replied with a fine touch of scorn in his voice if suppose you mean Hartford-street."

Of course we should pronounce the names of our streets properly. The cockney shall not have his way with all of them, and if he places the accent, say, on the second syllable of Arundel-street we decline to follow him. Nor should we talk of Bo-champ-street, even though we heard a policeman so offend. Still there are exceptions. If you were to ask for Gore-street instead of Gower-street you would not be likely to find it.

It is always a pity to see the old pronunciations or old spellings vanish. The name of Wraysbury was seen in the paper lately. Few spell it Wyrrisbury now, and fewer still are like that old lady who asked at Victoria for "a ticket to Caschniton—though I suppose you call it Carshalton, young man."

The eleven-years-old daughter was being taken to the parish church, which has leanings towards an ornate ritual. As she entered the porch the child wrinkled up her nose and I overheard the whisper, "Mummy, isn't there a smell of innocence?"

The International Cat show in Paris saw the exhibit of more than 200 of the world's most famous Persian cats. Most of the cats shown had elegant miniature homes of their own, with carpets, silk cushions and electric lights. One of the felines had a doll and another a picture of its own.

Mr. W. B. Luke, the Willesden magistrate: Did you desert your wife?

Husband: Not exactly; but she told me to sling my hook and send her 25s. a week.

Prisoner (cross-examining at Marlborough-street): Didn't you throw me about on the landing and split the door?

Mr. Mead, the magistrate: He wants to know if you did not use him as a jemmy.

Constable, at North London: I found her lying on the footway very drunk.

Woman: I was not lying on the footway. If I was I was not very drunk.

A man who appeared at Thames Police Court with a black eye: My wife gave me this testimonial.

A teacher had been trying for some time to explain to her class what the word "minus" meant. Amongst her many illustrations she instanced a man who had lost an arm, and pointed out that the man was "minus" an arm.

Having, as she thought, thoroughly drilled the matter into the children's heads, she asked, "Now tell me what the word 'minus' means?"

One boy called out, "I know, minus, man without one arm."

(In Paris . . . the jargon of the dress salon . . . is becoming Americanised and Anglicised.)

It seems the modistes' nation has lost its language now, What once was a creation is ticketed a "wow!"

"Chic" is now "cute," "merryville" is a "beaut."

But then, you know, they say His is the jargon in which to bargain. Who doth the piper pay.

Doris Dawson, the film star, tells a good "talkie" story.

One of her admirers wrote to ask where he could get employment as a double for animals in sound pictures. He said that by constant practice he had taught himself to mow like a cow, bark like a dog, whinny like a horse, bleat like a sheep, and chirp like a chipmunk. He finished by saying that he had been teaching himself to rattle like a rattlesnake, but that his wife objected, as it made her nervous.

**BANK RETURNS.****Statistics for Month of June.**

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 30th June, 1929, as certified by the Managers of the respective Banks are:

Chartered Bank	\$10,172,228	\$4,800,000
Hongkong Bank	\$1,018,625	\$4,000,000
Merchantile Bank	\$1,785,000	\$60,000
Total	\$10,975,853	\$8,860,000

In addition Sterling Securities are deposited with the Crown Agents valued at \$1,622,300. In addition Securities deposited with the Crown Agents and Straits Government valued at \$100,460. \$8 in addition Securities deposited with the Crown Agents valued at \$180,000.

**POWELLS**

10, Ice House Street.

**GREAT SUMMER SALE NOW ON.**

You are cordially invited to inspect our stock

without obligation to purchase.

**WHEN THE WEATHER IS HOT COME TO****THE "SWALLOW"**

High Class Ice Cream Parlour.

90, Queen's Road East (Wantsai.)

**ROMANTIC UPROARIOUS COMEDY!**

**DENNY AT HIS BEST!**

**REGINALD DENNY in The NIGHT BIRD**

with SAM HARDY and BETSY LEE

Story by Frederick and Fanny Marion

ATFIELD NEWMAYER Production

IT'S A UNIVERSAL

The most thrilling prize fight ever screened!

SHOWING AT THE QUEEN'S TUESDAY AND WEDNESDAY

TO-DAY ONLY 2.30, 5.20, 7.15 & 9.15 p.m.

</div



## IS IT REALLY RUNNING?

*That's the question  
every woman asks the first  
time she sees the  
New Silent Kelvinator*

SO SILENT is the new 1929 Kelvinator that even when standing close by, you cannot detect whether the mechanism is running. Scores of women who have inspected the new unit are delighted with its smooth, silent performance.

Call and make the test yourself. Then note the other advanced features of the New Silent Kelvinator, including the new flexible rubber tray for instant removal of ice cubes, automatic cold-keeper and artitale, sturdy cabinets.

## THE RELIABLE KELVINATOR

Agents—REISS, MASSEY & Co., Ltd.  
EXCHANGE BUILDING. Tel. C. 673.

Now Being Exhibited at—

WHITEAWAY, LAIDLAW & CO., LTD.  
FURNISHING DEPARTMENT.

AND AT

THE HONGKONG ELECTRIC CO.  
SHOWROOM.

## NOW ON!



## SINCERE'S SEMI-ANNUAL SALE

BARGAINS  
In All Departments

Earlier Visit--Better Selection.

### U.S. BASEBALL.

#### LEAGUE RESULTS AND STANDINGS.

New York, July 1.  
Yesterday's baseball matches resulted as follows:

##### American League.

	R.	H.	E.
Washington	2	6	2
Boston	5	6	3
New York	7	12	1
Philadelphia	5	11	4
St. Louis	2	8	2
Chicago	0	4	1
(First game)			
St. Louis	12	18	2
Chicago	4	7	6
(Second game)			
Cleveland	12	14	1
Detroit	9	12	1

##### National League.

	R.	H.	E.
Boston	3	8	2
Brooklyn	4	8	0
(First game)			
Boston	7	9	0
Brooklyn	8	12	4
(Second game)			
Cincinnati	0	11	0
Pittsburgh	3	7	0
(First game)			
Cincinnati	3	5	1
Pittsburgh	2	7	1
(Second game)			
Philadelphia	10	11	2
New York	6	6	2
(First game)			
Philadelphia	1	5	4
New York	6	9	1
(Second game)			
Chicago	10	10	3
St. Louis	7	7	0

Saturday's results were as follows:

##### National League.

	R.	H.	E.
Cincinnati	10	15	0
Pittsburgh	3	11	0
Chicago	9	9	0
St. Louis	5	11	1

Boston—Brooklyn, Philadelphia—New York, rain. Doubleheaders Saturday.

##### American League.

	R.	H.	E.
Washington	2	8	2
Boston	5	9	3

New York—Philadelphia, rain postponed until August 7.

	R.	H.	E.
Cleveland	5	1	9
Detroit	4	15	3
St. Louis	7	13	1
Chicago	2	5	0

The League standings are now as under:

##### National League.

	W.	L.	Pct.
Chicago	38	23	.622
Pittsburgh	39	25	.609
New York	37	28	.669
St. Louis	36	29	.563*
Brooklyn	30	35	.461
Philadelphia	27	38	.415
Boston	26	40	.395
Cincinnati	24	39	.380

##### American League.

	W.	L.	Pct.
Philadelphia	48	16	.750
St. Louis	41	26	.610
New York	37	26	.587
Detroit	37	33	.528
Cleveland	31	33	.484
Washington	25	37	.403
Chicago	23	46	.333
Boston	22	47	.318

Among recent additions to the Naval Dockyard staff are Mr. White, Foreman of the Superintending Electrical Engineer's Branch; Mr. Smith, Charge-man of Chief Constructors' Branch, and Mr. Pledge, Inspector of Construction Department.

### COLLEGE FIRE AT OXFORD.

#### TIMELY HELP BY UNDERGRADUATES.

Oxford, June 11. Undergraduates in pyjamas played a prominent part in removing furniture and other valuables during a fire which broke out in Merton College, Oxford, in the early hours to-day. An undergraduate's sitting-room was burnt out, and an adjoining bedroom was badly damaged.

The discovery was made by Mr. Bernard Berg, an undergraduate, whose rooms are in St. Albans Quadrangle. He woke to find a light shining under the door of his sitting-room. He opened the door and saw that oak paneling surrounding the fire-place was ablaze. Fortunately, Mr. Berg's room had two doors, and he was able to escape and give the alarm.

Undergraduates Roused.

Meanwhile, the occupant of a house on the other side of the street had also seen the fire, and he aroused Mr. Deane Jones, a tutor of Merton.

The night porter, Mr. W. A. Major, endeavoured to put out the flames with fire-extinguishers, but found that they had too firm a hold. Oxford Volunteer Fire Brigade was then called.

About forty undergraduates sleeping in the neighbourhood of the fire were aroused. They immediately began to clear the furniture from other rooms. From the Junior Common Room, which is beneath Mr. Berg's rooms, were taken chairs, writing desks, tables, and glass cases containing rowing cups, and piles of furniture were stacked in the quadrangle. The Junior Common Room was damaged by water which ran through the ceiling.

The undergraduates not only rendered splendid service while the fire was in progress—the outbreak was overcome by 3 a.m.—but "ransacked" their rooms for any valuables which they could find. These they gave to the fire brigade, the members of which were loudly cheered by the undergraduates as they left the scene.

### AMERICAN STOCKS.

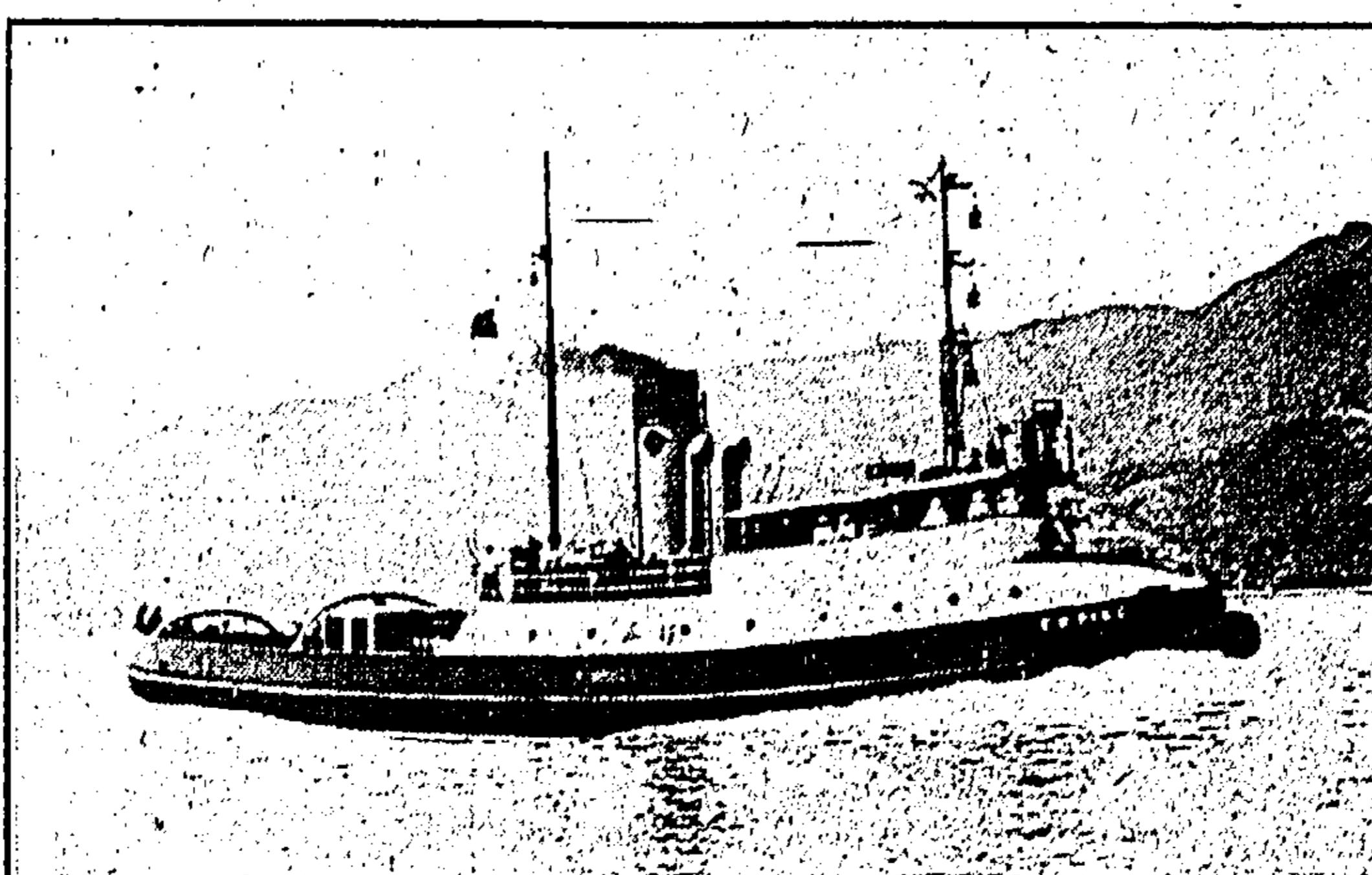
#### CABLED QUOTATIONS FROM NEW YORK.

The following quotations at the close of the market on Friday have been received from their correspondents, Messrs. Hayden, Stone and Co., of New York, by Messrs. Swan, Culbertson and Fritz, Saseoon House, Shanghai, (cable address "Swanstock," Shanghai), who are not responsible for the cable mutilations. The quotations are subject to confirmation:

	Previous Price.	Latest Price.
Anaconda Copper	118	118
Bethlehem Steel	113	112
Chrysler Corp. (Common)	76	70
General Motor (Common)	76	77
Goodrich B. F. (Common)	unq.	82
Granby Consolidated Copper	81	82
International Cement (Common)	83	82
Liggett and Myers "B"	unq.	unq.
Missouri Pacific (Common)	97	96
Nevada Consolidated Copper	48	48
Packard Motor Car (Common)	138	139
Radio Corporation of America (Common)	90	89
Standard Oil Co. of New Jersey	58	58
Standard Oil Co. of New York	40	40
Southern Pacific	138	138
Texas Corporation	62	63
United States Leather "A"	42	40
United States Steel	199	198
Vacuum Oil	117	117
Willys Overland	88	28

Arriving on the s.s. President Johnson due at Hongkong July 18, are Mr. and Mrs. L. F. Baash, Miss Grace Baash, Miss Betty Ann Baash, Miss Maxine Whiffen, Mr. and Mrs. J. Snyder and Miss Edith Gray, enroute around the world, under the direction of the D. F. Robertson Travel Bureau, Los Angeles. Mr. L. F. Baash is a millionaire oil operator from Los Angeles, Calif.

### HONGKONG-BUILT TUG FOR TIEN TSIN.



Above is the steam tug "Fu Ping," which the Hongkong and Whampoa Dock Co. has just completed for the Kalian Mining Administration, Tientsin. She is specially strengthened for navigation in ice.

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THE UNEXCELED COOKING FAT

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All GROCERS & STOREKEEPERS.

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18, Connaught Road. Telephone C. 3120.

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of the 39th Annual Report of the  
HONGKONG BENEVOLENT SOCIETY?  
(Est. 1889).

If not apply to:  
The Hon. Treasurer,  
H.E. GOLDSMITH,  
325, THE PEAK.

who will send it forthwith.  
**IT WILL INTEREST AND SURPRISE YOU.**

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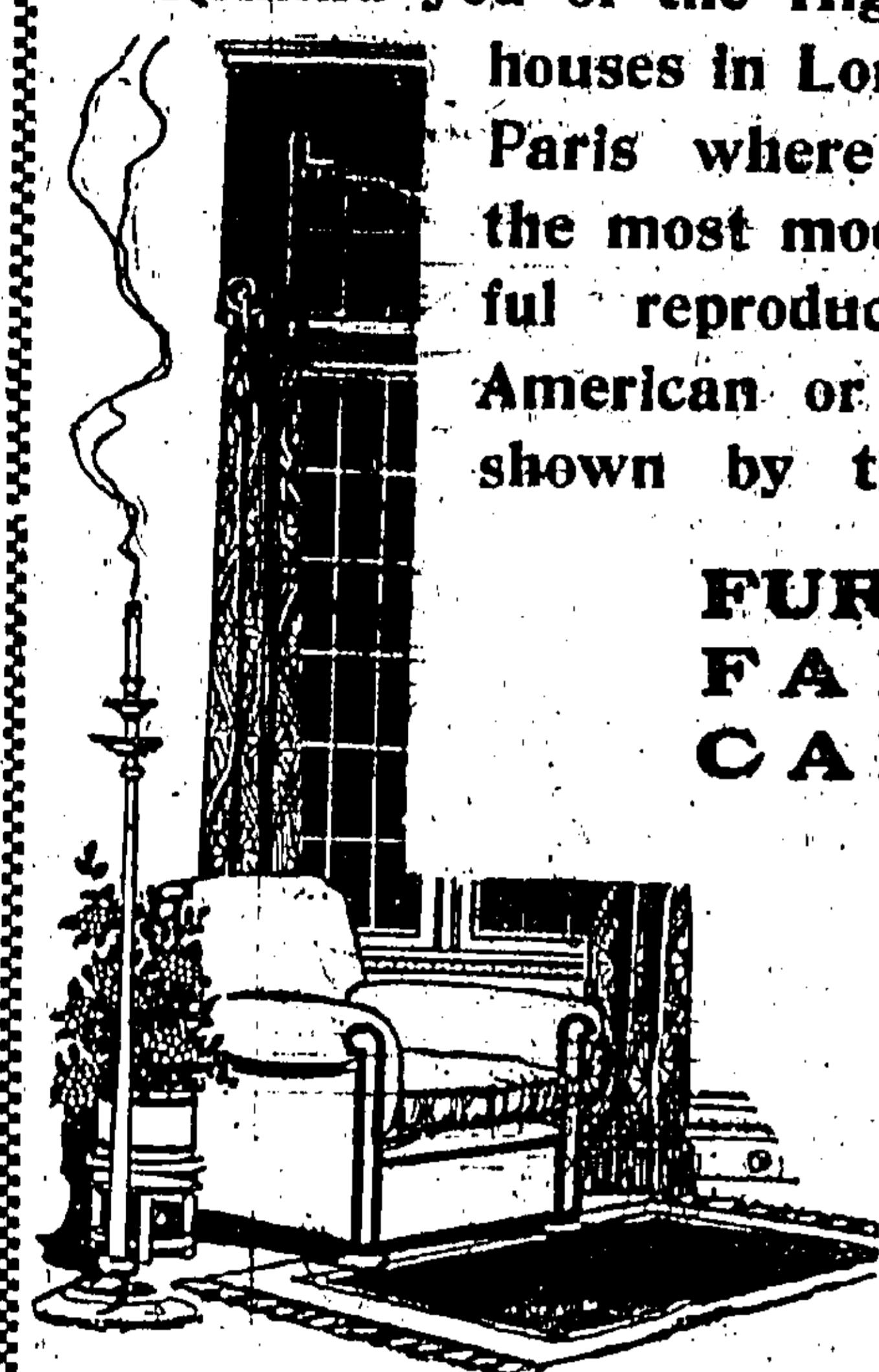
(Opposite the Racecourse)

## SHANGHAI.

Remind you of the High-class Furnishing houses in London, New York and Paris where you may inspect the most modern styles or faithful reproductions of English American or French Periods as shown by their Exhibition of

### FURNITURE FABRICS CARPETS

Decorative Plaster  
and metal work  
stained and  
leaded glass.



## COOK'S AND WAGONS-LITS WORLD TRAVEL SERVICE

TRAVEL  
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INSURANCE  
FREIGHT

PEDDER BUILDING, PEDDER STREET,  
HONGKONG.

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TRAVELLERS VIA  
**SUEZ**

Should not miss the opportunity of a tour through

### EGYPT

Special arrangements may be made for those who wish to continue to Europe by the same steamer by which they travel from the East.

During the two or three days available, travellers may disembark at Suez, take motor car or train to Cairo. Sufficient time is available to see

## CAIRO, THE PYRAMIDS AND SPHINX

Before re-joining the steamer at Port Said or Alexandria.  
For inclusive Rates apply to—

**THOS. COOK & SON, LTD.**  
INCORPORATED IN GREAT BRITAIN  
(GENERAL FOREIGN PASSENGER AGENTS, PENNSYLVANIA RAILROAD)

### ELECTION AS SEEN ABROAD.

#### THE "SPORTING" ELEMENT.

Berlin, May 31. The British elections have been the one subject of discussion in Germany today. This is partly due to the personal and "sporting" features by which a British General Election is contrasted so noticeably with a German.

In particular the fortunes of individual candidates of Sir Austen Chamberlain, Mr. Oliver Baldwin, Lady Cynthia Mosley, Miss Megan Lloyd George, and Mr. Duff Cooper, are followed with the keenest interest. And in general a British election arouses the same kind of enthusiasm in Germany as does the Oxford and Cambridge Boat Race. The contest is sufficiently interesting on its own account because of its essentially Homeric element.

But there is also the practical element. What effect will the election results have for Germany? This question is complicated by the bewilderment as to the nature and constitution of the Government which will emerge from the ambiguous composition of the new House of Commons. The Labour Party it is held, has won a resounding victory, and the Conservatives have suffered a no less resounding defeat, while Mr. Lloyd George cannot be other than disappointed.

#### A Question Mark.

But what is to come of it all, and what, in particular, will the Liberals do in the new situation? The answer to these questions is as far a question mark. One thing only is felt to be clear. Whatever the complexion of the new Government the difference for Germany will be a small one. Rhineland evacuation, it is realised, will not advance with any perceptible acceleration even with Labour or Labour-cum-Liberals at the helm.

Only on such questions as England's attitude, say, to disarmament is it anticipated that any prospective change will produce results more agreeable to Germany, and in these matters Germany is content to "wait and see" without any particular demonstration of emotion.

Only the Socialists, informed by their well-known sense of the "supernational," have thought fit to telegraph to their British comrades, "Well done. Your victory is our victory."

#### What Paris Thinks.

Paris, May 31. French editorial comment on the British elections is reserving itself until the final results are known. There is no surprise here at the Socialists' gains. The *Matin* attributes their success largely to the vote of the women, and remarks the utter collapse of Liberalism, in spite of the efforts of its leaders and technical experts.

The *Liberte* explains the Conservative defeat by the presence of a third party, and remarks that the mechanism of the election has favoured the Labour Party in contrast to former elections.

The Liberals, according to the *Petit Parisien*, have succeeded in doing nothing except to ensure a socialist victory.

There is satisfaction here at the complete check given to the Communist element, and admiration for the orderliness with which the voting has been carried out.

#### American Comment.

New York, May 31. The New York *Evening World*, commenting on the British election, says that the crisis which Mr. Churchill warned the country has apparently arrived, adding, however, "Great Britain had a Labour Ministry under Mr. MacDonald and Heaven did not fall. But hereafter it is more possible that Conservatism and Radicalism may have to join forces in England for the live issues of the day have become too fundamental for it to be otherwise." —*Exchange*.

#### Surprise in Rome.

Rome, May 31. Though none of the Roman papers publishes any comments to-day on the first election results, they have created considerable surprise in political and diplomatic circles. A decrease in the Conservative and an increase in the Labour strength was foreseen, but such a complete change from the state of things in the last Parliament was not looked for. The poor show made by the Liberals has also caused much astonishment, as many believed they were likely to gain sufficient strength to form a centre party.—*Reuter*.

THE NEW FRENCH REMEDY.  
**THERAPION NO. 1**  
**THERAPION NO. 2**  
**THERAPION NO. 3**  
No. 1 for Bladder & Urethra. No. 2 for Kidney & Ureter. No. 3 for Uterus & Ovaries. THERAPION is a new, safe, effective remedy for all diseases of the Urinary & Genito-Uterine System. It is a powerful antiseptic, astringent, diuretic, and tonic. It is easily absorbed and quickly acts. It is a safe, reliable, and effective remedy for all diseases of the Urinary & Genito-Uterine System.

At the last census more than 40,000 people out of a population of 184,000 were living in a condition of overcrowding, and the

There are **THREE REASONS WHY** we have been entrusted with the installation of

## CENTRAL HEATING HOT WATER & SANITARY SYSTEMS

at the following Institutions, etc.:

### SCHOOLS

St. Stephen's College  
Diocesan Boys' School  
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Hongkong Club  
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Royal H.K. Golf Club

### HOSPITALS

Victoria Hospital  
Matilda Hospital  
Alice Memorial Hospital  
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### OTHER BUILDINGS

Repulse Bay Hotel  
Mountain Lodge  
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Oriental Hotel, Canton  
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### FIRSTLY.

All systems are designed by experts thoroughly acquainted with local conditions and requirements.

### SECONDLY.

All work executed by our own staff, thereby eliminating scamped work caused by sub-letting.

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We do not interest ourselves in so called "cheap" jobs. All systems being designed to reduce maintenance charges to an absolute minimum.

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THE TAIKOO DOCKYARD & ENGINEERING COMPANY  
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—DRY DOCK—  
Length 787 Feet.  
Length on Blocks 750 Feet.  
Depth on Centre Line  
31 (H.W.O.S.T.) 34 ft. 6 ins.  
—THREE SLIPWAYS—  
SALVAGE TUG "TAIKOO"  
K.P.A. 800 H.P.  
Capable of Handling Ships up to  
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Agents.

HONGKONG, CHINA & JAPAN.

### MUNICIPAL SLUMS.

#### ALLEGATION AGAINST CITY OF LONDON CORPORATION.

Property owned by the City of London Corporation is commented on very unfavourably in the report on the housing conditions in Southwark by the surveyors to the Westminster Survey Group.

A foreword to the report states, "Damp, dilapidation of every kind, obsolete design and construction, vermin, and every other evil feature that can be encountered, abound throughout the whole borough and impart to much of it a character of almost unrelied defectiveness. It is regrettable to find that property belonging to the Corporation of the City of London receives definite and repeated unfavourable comment."

At the last census more than 40,000 people out of a population of 184,000 were living in a condition of overcrowding, and the

Medical Officer recently reported on more than 10,000 houses.

"The Ministry of Health," the report states, "should draw the attention of the City of London Corporation to the condition of its property. So long as it is defective, landlords in much less affluent circumstances are unlikely to realise what their legal duties are; in other words, the defective condition of this pub-

licly-owned property goes far to undermine the general morale of Southwark landlordism as a whole."

Some of the property referred to is in Moss Alley. "This passage," states the report, "opens on to the Embankment at one end, but is too narrow to benefit much from the fresh air of the river. The cottages are small (some two-roomed), very dark, and damp. Walls are bulging and brickwork worn out. Repairs are generally neglected."

#### Overcrowding.

Another section of Corporation property is described as "a long

and narrow alley of dilapidated four-roomed cottages hemmed in by factories."

Numerous instances of unsanitary conditions in privately-owned property are given. In many cases there are rooms without windows; in other cases windows are cut owing to the frames having rotted away.

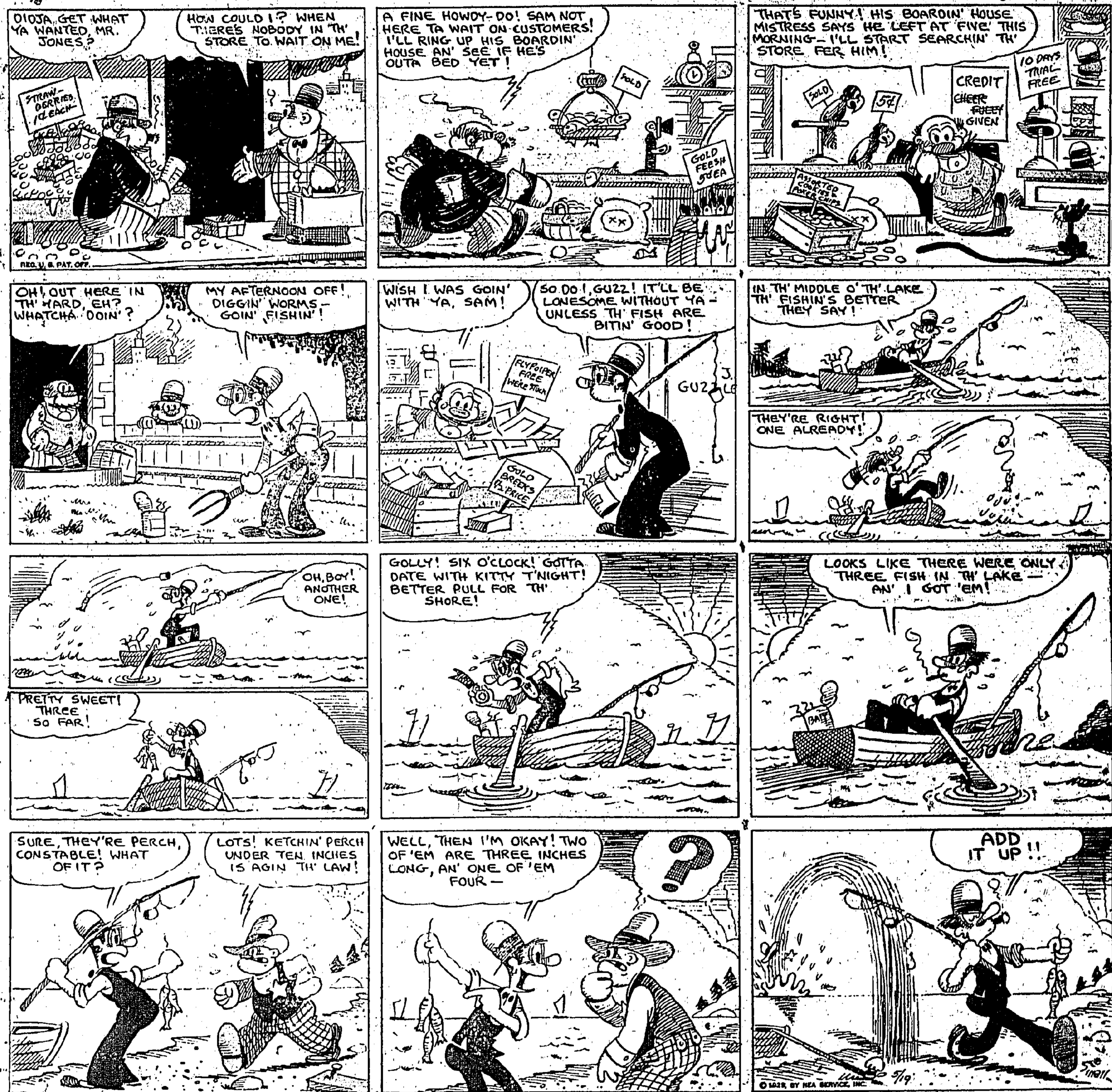
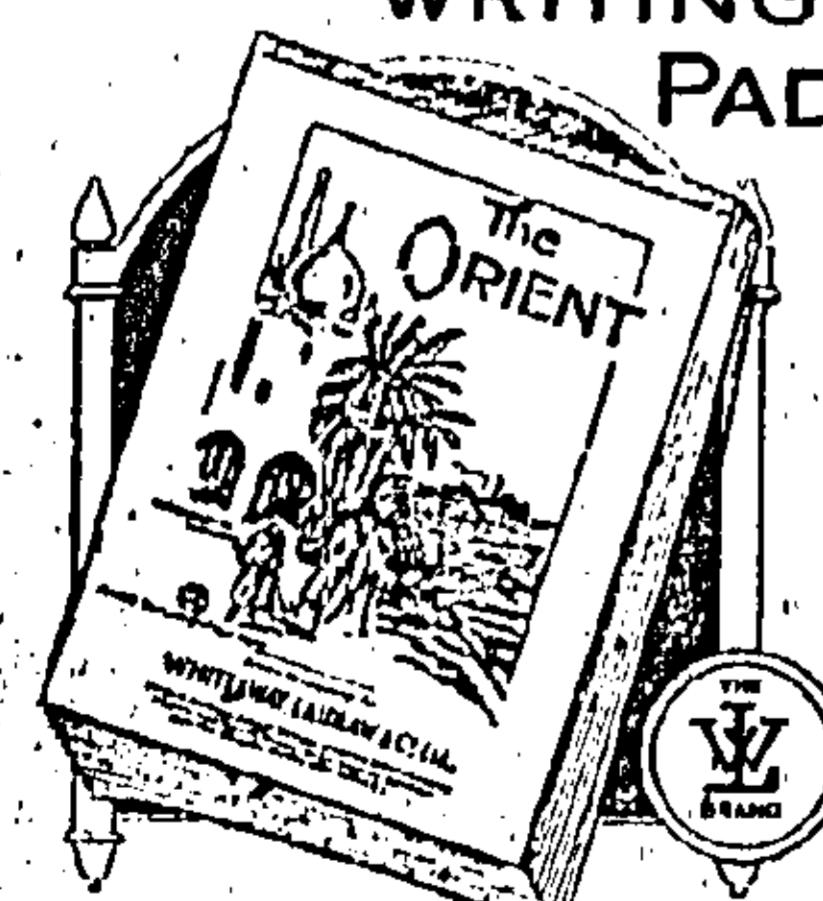
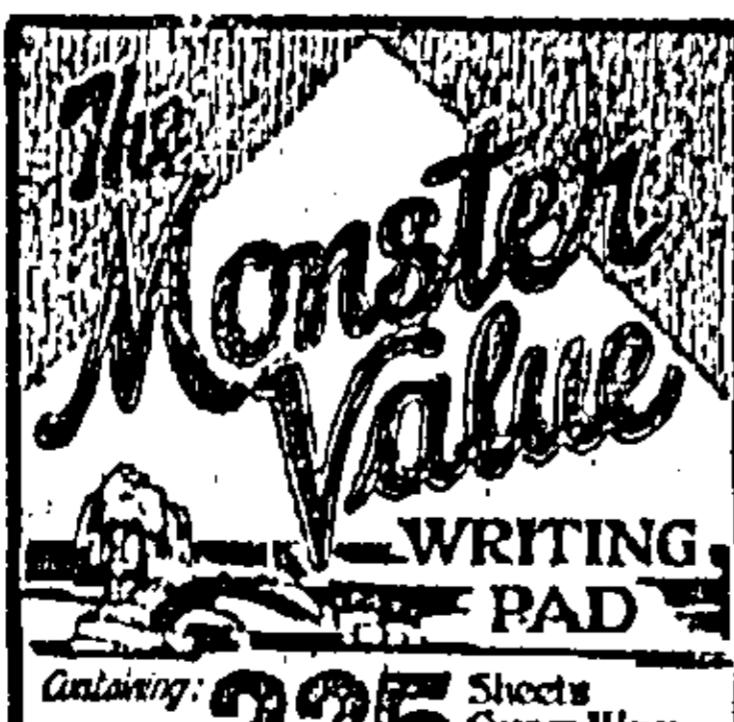
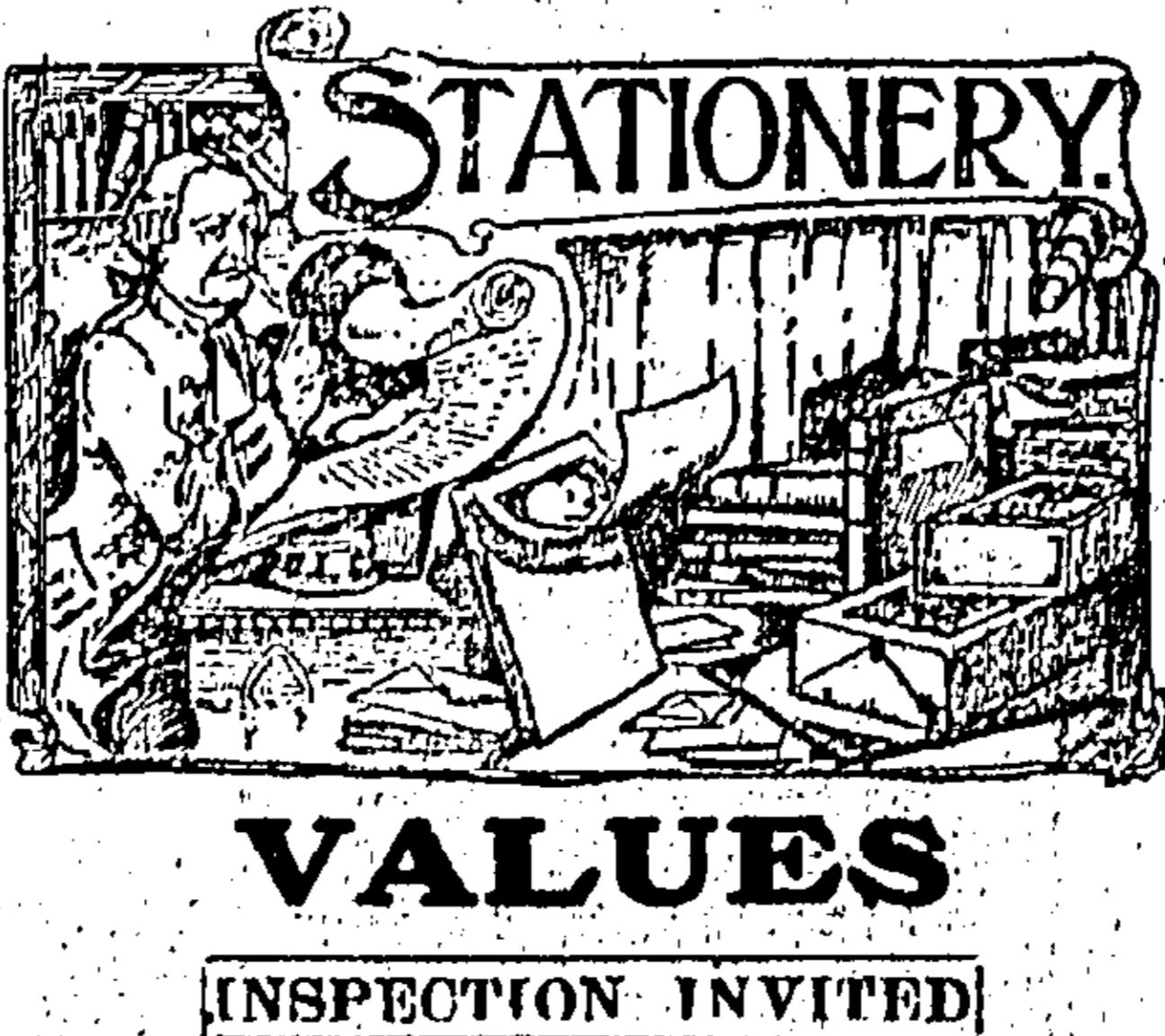
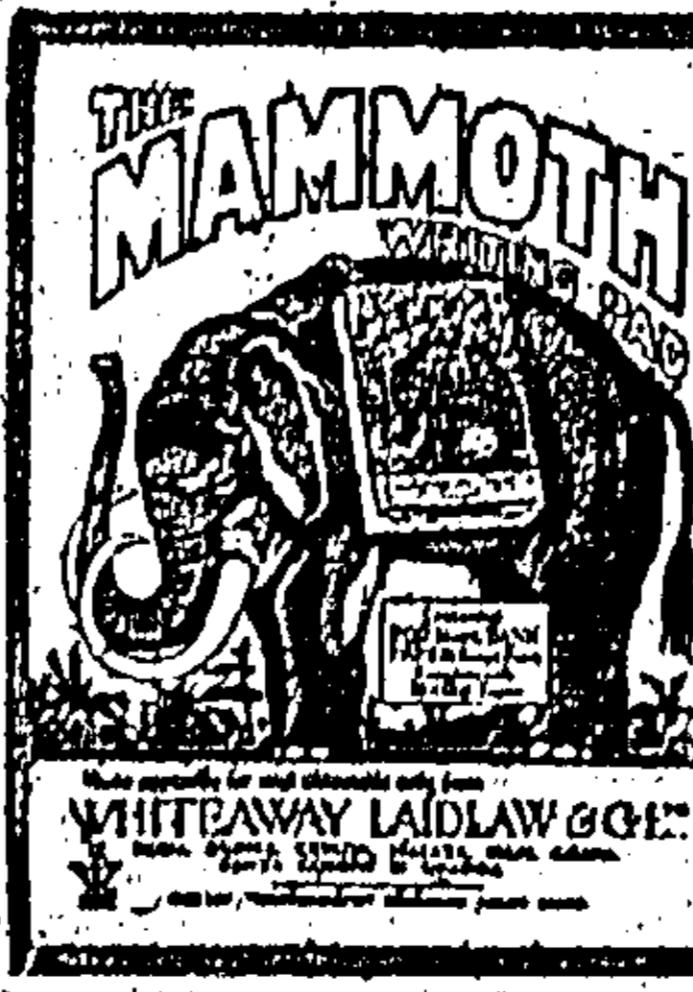
In one old cottage of four rooms live 18 people, a family of eight being in one room. In another case a small room is occupied by a family of eight; three little children sleep in one cot and the rest of the family in one bed.

### Stop Itching Skin Troubles

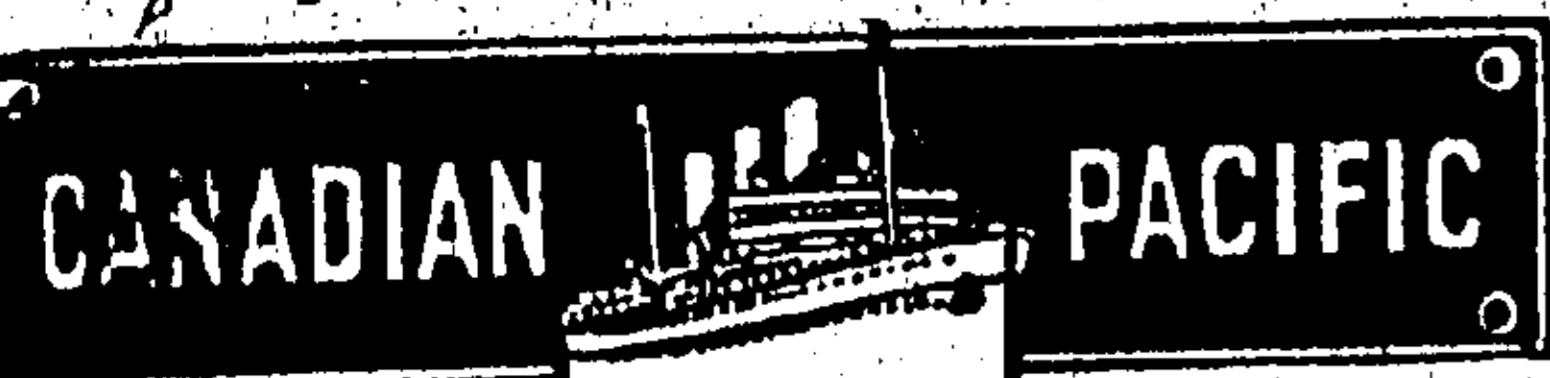
A Real Antiseptic Skin Remedy.  
Cleanses, disinfects and tones, and  
is used in all skin diseases. It  
is sold in 1 oz. and 2 oz. sizes.  
STANLEY, LTD., 100, QUEEN'S ROAD, MONG KOK, HONGKONG.  
U.S.A. and sold by all good druggists. Price  
10c. per tube.

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**"ORIENT"**  
WRITING PADONE OF WHITEAWAY'S STANDARD VALUES  
100 Sheets of good quality bank note paper. Ruled faint lines both sides.  
75 cts. each.CROXLEY  
PADS AND  
COMPACTOMS.**"SWAN-PEN"**  
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ENVELOPESWRITING PAD  
Containing 225 sheets of cream wove ruled bank paper.  
45 cts. each.**WHITEAWAY'S**  
THE  
STORE  
FOR**"RUSKIN"**  
LINEN  
PADSNOTEBOOK  
AND  
ENVELOPESContaining 200 sheets superfine bank paper. Ruled faint and unruled.  
60 cts. each.**VERONIQUE** PARCHMENT"Veronique" folding compactum containing 60 sheets ruled parchment notepaper and 30 envelopes to match. Colors cream, blue and mauve.  
60 cts. each.  
RAPIDE-WOVE  
PADS AND  
COMPACTOMS.**Whiteaway Laidlaw & Co., Ltd.**





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17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver

11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hongkong	Shanghai	Kobe	Yokohama	Vancouver	Leave	Leave	Leave	Leave	Arrive
Empress of Asia	July 10	July 13	July 16	July 10	July 27					
Empress of France	July 31	Aug. 3	Aug. 24	Aug. 8	Aug. 17					
Empress of Russia	Aug. 21	Aug. 24	Aug. 27	Aug. 29	Sept. 9					
Empress of Asia	Sept. 4	Sept. 7	Sept. 10	Sept. 12	Sept. 21					
Empress of France	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12					
Empress of Russia	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 26					
Empress of Asia	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 16					
Empress of Canada	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 30					
Empress of Russia	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 14					
Empress of Asia	Dec. 18	Dec. 21	Dec. 24	Dec. 26	Jan. 4					
Empress of Canada	Jan. 15	Jan. 18	Jan. 21	Jan. 23	Feb. 1					
Empress of Russia	Feb. 9	Feb. 8	Feb. 11	Feb. 13	Feb. 22					
Empress of Asia	Feb. 26	Mar. 1	Mar. 4	Mar. 6	Mar. 15					
(E/Asia & E/Russia)	all at Nagasaki the day after departure from Shanghai.									

Atlantic sailing from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

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From Hong Kong to SHANGHAI and Return	H.K. \$120.00
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" " KOBE "	H.K. \$210.00
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Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
July 23	July 25	Empress of France	July 25
Aug. 13	Aug. 15	Empress of Russia	Aug. 16

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D'ARTAGNAN ... 10th Sept.  
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ANGERS ... 8th Oct.  
G. METZINGER ... 22nd Oct.

CHENONCEAUX ... 16th July.  
ATHOS II ... 30th July.  
D'ARTAGNAN ... 13th Aug.  
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### SHANGHAI ROULETTE.

#### MAKING THE PLACE UNHEALTHY FOR GAMBLERS.

Shanghai, July 5.

The authorities in French Town are emulating the example of the International Settlement, and are beginning to make raids on roulette establishments.

Upwards of a hundred Chinese were arrested in one establishment in the business district.

As the result of various raids the Settlement authorities assert that roulette has been banned.

The hearing of the case against Senors Garcia and Del Valle, the Mexicans, was resumed in the Provincial Court this afternoon.—Our Own Correspondent.

#### Opium Smoking and Gambling Halls.

Attributing the reasons for the prevalence of kidnappings and robberies to the operations of opium dens and gambling halls, Mr. Hsu Moh, Commissioner for Foreign Affairs of Kiangsu, in a letter addressed to Mr. E. S. Cunningham, Senior Counsel of the Consular Body, and M. E. Koehlin, French Consul-General, urged that opium smoking and gambling be curbed within the shortest possible time in the International Settlement and the French Concession, so as to "remove the black spot of the Settlements of Shanghai for the welfare of the public."

It can be attributed to a number of reasons, why there are prevailing so many kidnappings and robberies and the increase of unemployed," the letter began, "but the operations of opium dens and gambling halls peculiarly affect the prevalence of these evils."

"In this regard, I have written you many times, requesting the elimination of greyhound racing and lottery, but much to my regret, it is not carried out."

"Shanghai is a big, commercial port, the rendezvous of Chinese and foreigners. The observation of peace and order as well as the morality of the town owe their responsibility to the district authorities. The bad and unlawful deeds, which would do harm to the district, should be strenuously curbed so as to uproot the source of trouble and harm."

"The Chinese officials have done their part. I request and sincerely hope that you will in the shortest possible moment curb the opium smoking and gambling (including greyhound racing, roulette gambling and Hua Jui Lottery), so as to remove the black dot in the settlements for the welfare of the public."

The Society would request Lord Passfield to secure the effectual abolition of the system, which was a disgrace to a British Colony.—Reuter.

SHANGHAI TRAGEDY.

BRITISH SOLDIER CONVICTED OF MANSLAUGHTER.

Shanghai, July 5.

Private Thomas James Price, of the Second Battalion, the Wiltshire Regiment, has been convicted by Court Martial, and sentenced to imprisonment for one year, for manslaughter, following the death of a hot water shop proprietor, who it was alleged was attacked by British soldiers in consequence of a controversy.

When Chinese elements sought to capitalize the tragedy and stir up trouble, the military authorities ordered a public Court Martial.—Our Own Correspondent.

RIZAL DAY CONCERT.

POSTPONED EVENT TO BE HELD ON SUNDAY.

Shanghai, July 5.

The concert and dance announced last month in celebration of the birthday of Dr. Jose Rizal, but which was postponed out of respect for the memory of Mrs. Martha Atienza, who died on the eve of the celebration, is to be held to-morrow at the Club Filipino, King's Park.

An excellent musical and vocal programme has been prepared for the occasion, after which the rest of the evening will be given up to dancing.

The concert starts at nine o'clock sharp.

NOT SO MANY DEATHS.

AMERICA'S INDEPENDENCE DAY CASUALTY LIST.

New York, July 5.

There is a great diminution in the number of casualties in Independence Day celebrations.

The only fatality in the metropolitan area has been a child who died from burns.

Sudden deaths in all parts of the country total 159, which is 46 less than a year ago.

Seven deaths were due to fire works explosions, compared with eleven last year; and seventy-one were deaths from burns, a decrease of thirty-five.

Motor car fatalities were seventeen, compared with fifty-four.—Reuter's American Service.

A VIGOROUS ATTACK.

SIR AUSTEN CHAMBERLAIN'S POLICY CONDEMNED.

London, July 5.

The First Magistrate (Mr. E. W. Hamilton) yesterday afternoon gave his decision in the case in which a Chinese woman was charged under the Female Domestic Service (Mu Tsai) Ordinance of 1923, with taking into employment a maid-servant and with ill-treating the girl.

The case for the S.C.A., at whose instance the woman was brought before the Court, was to the effect that the girl, who was brought down by a travelling trader from the country and sold to the woman, was found by the magistrate held that the woman was not there when the girl was assaulted, and he acquitted her on this count. He found her guilty of assaulting the girl, was found guilty of cruelty to the child. His Worship was of the view that she had used unnecessary force. A little more of it, and the defendant would find herself in gaol without the option of a fine, His Worship observed. As it was, she would be fined \$100, with the alternative of two months' imprisonment.

The woman's daughter-in-law, who figured on a charge of assaulting the girl, was found guilty of cruelty to the child.

His Worship was of the view that she had used unnecessary force. A little more of it, and the defendant would find herself in gaol without the option of a fine, His Worship observed. As it was, she would be fined \$100, with the alternative of two months' imprisonment.

Mr. Arthur Henderson said the evacuation of the Rhineland as expeditiously as possible was essential in fairness to Germany, who, so far as he was able to see, had carried out all the conditions of the Versailles Treaty; but an evacuation by stages would not be in the interest of peace in Europe, therefore Britain should try to get the French and Belgian Governments to take this step with Britain.

He did not anticipate any serious difficulty in this connexion.

Sir Austen Replicas.

Sir Austen Chamberlain, in reply to Col. Wedgwood, welcomed the fact that Col. Wedgwood could have no hand in guiding the foreign policy of Britain.

He emphasised that a Foreign Secretary must cultivate the best relations with the rulers of foreign States. It was not the business of the British Government to indicate to any foreign nation what government it should have, or to frame our policy according to party prejudices. The business of the Government and its Foreign Secretary was to preserve peace by preserving respect and goodwill, and, as much influence as he could with all foreign Governments, however constituted.—Reuter.

PASSANGER SERVICE

via Kok & Yokohama

## CONSIGNEES' NOTICE

SERVICES CONTRACTUELS DES  
MESSAGERIES MARITIMES.

## The Steamship

"PORTHOS". Arrived Hongkong on Tuesday the 2nd July, 1929, from MARSEILLES.

Consignees of cargo by the above named steamship are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery can be obtained as the goods are landed.

Cargo not cleared within 7 days including date of arrival, will be subject to rent.

All claims must be sent to the undersigned before the Thursday, the 11th July, 1929 or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the consignees, and the Company's Surveyor Messrs. Godard and Douglas at 10.00 a.m. on Monday, the 8th July, 1929.

No claims will be admitted after the goods have left the Godown.

No fire insurance will be effected by us in any case whatever.

L. LESDOS,  
Agent.

Hongkong, 2nd July, 1929.

THE BEN LINE STEAMERS,  
LIMITED.From MIDDLESBROUGH, ANTWERP,  
LONDON and STRAITS.

The Steamship

"BENRACKIE".

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godown, and all goods remaining undelivered after the 11th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 24th July, or they will not be recognized.

No fire insurance will be effected.

## CONSIGNEES' NOTICES.

OCEAN STEAM SHIP CO., LTD.  
And  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.Consignees per Company's Vessel  
"ADRASTUS". From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf.

The cargo will be ready for delivery from Godown on and after 4th July.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 10th July, will be subject to rent.

All claims against the Steamer must be presented to the undersigned or before the 24th July, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 3rd July, 1929.

OCEAN STEAM SHIP CO., LTD.  
And  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.Consignees per Company's Vessel,  
"TALTHYBIUS".

From SEATTLE, VANCOUVER and VICTORIA via JAPAN.

are requested to take delivery of Flour and Lumber shipments as soon as the vessel is ready to discharge and are hereby notified that if their lighters are not placed alongside the steamer as required, their shipments will be discharged into Holt's Wharf Kowloon, at their expense, where the cargo will lie also at their risk and expense and subject to the terms and conditions of storage at Holt's Wharf.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 10th Inst., at 10 a.m., by Messrs. Godard and Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by,

GIBB, LIVINGSTON &amp; CO., LTD., Agents.

Hongkong, 4th July, 1929.

## THE S.S. WING WO.

CHINESE VESSEL CHANGES HER NATIONALITY.

After sailing under the Chinese flag for some time past, the s.s. Wing Wo has now changed her nationality. Like the s.s. Wing Lee, another vessel belonging to the same owners whose local agents are the Chop Yick Co., the Wing Wo now has the Portuguese ensign at her mast-head.

The reason for this change is not known, but it is understood that the necessary steps were completed only a few days ago.

The Wing Wo left the port on Thursday under the command of Capt. Chau, her destination being Kwang-chauwan.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 4th July, 1929.

## SUMMER EXCURSION RATES.

From Hongkong to Shanghai and Return

Nagasaki

Moi

Kobo

Yokohama

H. \$120

H. \$165

H. \$190

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SAN FRANCISCO via Shanghai, Japan Ports &amp; Honolulu

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Mishima Maru

Iyo Maru

LONDON, MARSEILLES, ANTWERP &amp; ROTTERDAM via Singapore, Ponaing, Colombo &amp; Suez.

Hakone Maru

Suwa Maru

SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

Aki Maru

Kaga Maru

BOMBAY via Singapore, Ponaing &amp; Colombo.

Awa Maru

Nagato Maru

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico &amp; Panama.

Anyo Maru

SOUTH AMERICA (EAST COAST) via Singapore, Capetown &amp; Ports.

Kamakura Maru

NEW YORK, BOSTON, HAVANA via Panama.

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LIVERPOOL via Port Said, Constantinople, Gonia &amp; Marrocos.

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CALCUTTA via Singapore, Ponaing &amp; Rangoon.

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## THE CHINA COAST.

## RECENT CHANGES AND APPOINTMENTS.

Mr. E. R. Graham, extra chief officer, Payang, has gone chief officer, Hsin Peking. Mr. J. S. Turnbull, chief officer, Hsin Peking is on reserve.

Mr. G. T. M. Runnay, second officer, Linan, has gone second officer, Nanjing. Mr. W. D. Cahill, second officer, Nanjing, is on reserve. Mr. D. H. Henty, extra second officer, Wusung.

Mr. V. A. Ginter, second officer, Wenchiow, has gone extra second officer, Wenchiow. Mr. K. A. Pedgen, extra second officer, Chanciow, has gone second officer, Wenchiow.

Mr. E. H. Muton, chief officer, Kintang, has gone chief officer, Wusung.

Mr. F. A. Galbraith, from reserve, has gone extra second officer, Hsin Peking.

Mr. J. A. Gow, from reserve, has gone extra second officer, Kintang.

Mr. J. Watson, from reserve, has gone chief officer, Sianlang. Mr. G. Chapman, chief officer, Sianlang, has gone chief officer, Payang. Mr. E. R. Graham, chief officer, Payang, is on reserve.

Mr. A. C. Morice, second engineer officer, Kintang, has gone second engineer officer, Hupeh.

Mr. J. H. Cameron, chief engineer officer, Hupeh, has gone chief engineer officer, Suyang. Mr. J. G. Campbell, chief engineer officer, Suyang, is on reserve.

Mr. R. L. Ingledew, acting second engineer officer, Tainling, has resigned from the C. N. Co. Mr. H. MacDonald, acting second engineer officer, Shansi, has gone acting second engineer officer, Tainling.

Mr. E. Ellison, third engineer officer, Shengking, has gone chief officer, Cheongshing. Mr. V. Pothier, from reserve, has gone chief officer, Cheongshing. Mr. W. J. Lawrence, chief officer, Cheongshing, has gone chief officer, Yuening.

Mr. A. Pittendrigh, chief officer, Yuening, is on reserve.

Mr. P. S. Sharpham, from reserve, has gone second officer, Taishan. Mr. S. J. Carter, second officer, Taishan, has gone chief officer, same ship.

Mr. W. G. Austin, from reserve, has gone chief officer, Charles Hardouin, Shipping and Engineering.

THE BOXER FUNDS.

## BRITAIN'S POLICY IN CHINA QUERIED.

London, July 5.

In the House of Commons, in the debate on the Address, Comdr. Locker-Lampson raised the question of the Boxer Indemnity, and was of opinion that the time had come when the Chinese Government ought to have greater control of these funds under the Act of 1890.

Sir Austen Chamberlain asked with regard to the conversations by the British Minister with the Nanking Government, and said he assumed the Government would base their policy in China upon the principles laid down by the British declarations of September, 1920, and January, 1927. If so, he hoped there would be no disagreement between the two sides of the House with regard to the policy to be pursued.

Mr. Arthur Henderson, replying, limited himself to a review of the conversations between Sir Miles Lampson and the Chinese authorities on the subject of a commercial treaty, rendition of Weihaiwei, extraterritoriality, and allocation of the Boxer Indemnity.—Reuters.

THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG.

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PASSENGERS ARRIVED.

GENERAL ALAVA GOES OUT OF COMMISSION.

Shanghai, June 30.

After 30 years of service with both the American Army and Navy, the U.S. General Alava, veteran gunboat of the U.S. Asiatic Fleet, was honorably "retired" from active duty yesterday. The General Alava, which was better known to Shanghai residents as the "Admiral" yacht

was decommissioned at a short, but impressive ceremony held on board the ship at 3 p.m.

The veteran gunboat was ordered to be placed out of commission about two weeks ago, but orders were changed to be effective yesterday.

Shortly before 3 p.m. yesterday afternoon the crew of eight officers and warrant officers and 60 enlisted men, assembled on deck of the General Alava which was anchored alongside the Cosmopolitan Dock. The men and officers were brought to attention by Lieut. V. W. Rayles, the executive officer, who then gave the command to "decommission the gunboat."

Pennant Pulled Down.

Slowly the pennant jack and flag

of the General Alava were pulled down by one of the quarter-masters

signifying that the gunboat had been placed out of active service and decommissioned.

The pennant jack and flag were then carefully folded up to be sent to the U.S. Navy Dept. at Washington to be kept together with flags of other American naval vessels

that have been decommissioned.

At another command, the men and officers dispersed, to get ready to board other American warships in the Far East where they have been transferred.

The General Alava was later anchored alongside the U.S. Pecos and on July 6, will be towed to Tsinling where she will live her last days serving the American Government as a target for destroyers. Literally, the veteran gunboat will seek her final resting place with colours flying, as former instructions ordering her to be stripped of her fittings, engines, etc., were rescinded.

Was Spanish Transport.

The U.S.S. General Alava was formerly a Spanish army transport

and fell into the hands of the American naval forces a few days after Admiral Dewey captured Manila.

She was turned over to the American Army for use as a transport, but in 1900 was ordered by the U.S. War Department to be handed over to the navy for use as an auxiliary ship.

Her normal crew was four officers, four warrant officers and 60 enlisted men. Her tonnage is 1,115 tons, 212½ feet in length, 29.0 feet in breadth, mean draft 11 feet and her normal speed 10½ knots. The armament of the General Alava consisted of two three-pounders.

The General Alava was built about

40 years ago for the Spanish Government by Messrs. A. McMillan and Sons, Ltd., of Dumbarton, Scotland.

She was not equipped with wireless and not learning of the capture of Manila by the American naval forces during the Spanish-American War, steamed into Manila Bay with supplies and replacements, a few days after the city had fallen. As she passed, her commander ordered a salute to be fired in honour of the Spanish Army commander, but ten minutes later, learned that the American forces were in control of the city.

Since being taken over by the American forces, the General Alava was noted as one of the smartest auxiliaries serving on the Asiatic Station.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

YODEL MODEL MODES,

MOLES; SOLES; SOLOS.

GLEN LINE.

Fare Hongkong to London \$32.

TO LONDON, ROTTERDAM &amp; HAMBURG via STRAITS &amp; COLOMBO.

Motor Vessel "GLENOGLE" ... 7th Aug.

Motor Vessel "GLENAMOY" ... 4th Sept.

## THE HONGKONG

PENINSULA HOTEL:  
HONGKONG HOTEL: REPULSE BAY HOTEL:  
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SHANGHAI

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Central, Convenience, Comfort, Good Meals & Moderate rates.



HOTEL METROPOLE

HOTEL BOA VISTA, MACAO.

Ideal Place for week ends.

## BRITAIN AND THE SOVIET.

## REVERTING TO THE STATUS PRIOR TO BREACH.

## COMMONS STATEMENT.

London, July 5.  
In the House of Commons, Mr. Arthur Henderson, the Foreign Secretary, intervened in the debate on foreign policy, making special reference to the proposed recognition of Russia.

He intimated that he had been in contact with the legal adviser of the Crown, and he thought it of interest to state that since Britain accorded de jure recognition of the Soviet Government in 1924 the latter was entitled to be recognised as a Government of State and is still so recognised by His Majesty's Government.

Therefore the reciprocal rights and duties which International Law recognises as incumbent on States in their relations one to another, continue to subsist between Britain and Russia.

The rupture of 1927 suspended the normal machinery of diplomatic relations, and that machinery now required to be re-established.

Earlier in the debate, Mr. Henderson said the method the Government would adopt would be to depend to some extent on the Dominions' replies, but Mr. MacDonald in 1923 had made it clear that we were not going to tolerate propaganda or interfering with the internal affairs of Britain or any part of the British Empire.

If their Russian friends had profited by experience in the last year or so, and were most anxious to enter into normal trade relations with the British Commonwealth of nations, he imagined they would be ready to give a very definite undertaking, and see it was carried out.

Moscow, July 5.

Commenting on the statement in the King's Speech with regard to Anglo-Soviet relations, the newspapers unanimously declare that the Soviet will not agree to any preliminary negotiations to determine the conditions for a resumption of diplomatic relations.

The *Izvestia* recalls the British intervention in the Soviet Republic, the anti-Soviet activities of British diplomats, and the Arcos raid, and declares it is for the Soviet, rather than Great Britain, to advance conditions and demand guarantees.—Reuter.

## MERCANTILE BANK NOTES.

## ORDINANCE TO EMPOWER CONTINUANCE.

The Mercantile Bank of India, Limited, intends at an early date to apply to the Legislative Council of Hongkong for a Bill to extend for a further period the powers granted by the Mercantile Bank Note Issue Ordinance to make, issue, re-issue and circulate Notes in the Colony.

The Mercantile Bank Note Issue Ordinance, 1911, empowers the Mercantile Bank of India, Limited, to make, issue, re-issue and circulate bank notes. This power is limited so as to come to an end on the 13th August, 1929. It is now considered desirable to extend the duration of this power up to and including the 12th July, 1930.

## WATER LEVELS.

## FOR WEST, NORTH AND EAST RIVERS.

The following table, compiled by the Board of Conservancy Works of Kwangtung, shows the water levels in English feet on the West, North and East Rivers on the dates named:

	July 4	July 5
Shihluing	15.4	16.7
Tsingyuen	—	—
Samshui	8.6	9.4
Sheklung	3.5	3.4
For July 2nd, the level at Tsingyuen was 7.1.		

## WARSHIPS IN PORT.

The following warships are now in port:

Basin—H.M.S. Tamar and Submarines L15 and L19.

North Arm—H.M.S. Bridgewater and H.M.S. Sirdar.

Weht Wall—H.M.S. Castor.

In Dock—H.M. Ships Thracian, Sepoy and Moorhen.

Foreign—U.S.S. Mindanao.

Yesterday a Chinese youth of about 18 jumped from the wharf opposite the Empress Hotel on Connaught Road West, apparently in order to commit suicide. A Chinese sailor on board a steam launch jumped after the youth, who had sunk, and the body could not be found.

## STARTLING CHINA RUMOUR.

## GEN. TANG SENG-CHI TO DEFECT?

## REPORT THAT HE MAY JOIN THE KUOMINCHUN.

## IMPASSE CONTINUES.

Peking, July 5.  
Prospects of an early solution of the Peking Impasse are not too bright, according to the most authentic reports.

It is significant that Marshal Feng Yu-hsiang is quoted as declaring at Taiyuanfu that if Yen Hsi-shan fails to accompany him abroad he will continue indefinitely in Shansi.

Meanwhile Chiang Kai-shek is said to be chagrined at the persistence of Yen to go with Feng and the exceedingly doubtful attitude of the latter.

Chiang's Threat.

Chiang threatens that in the event of his requests to Feng and Yen not being complied with in the near future, he will publish all the telegrams which he has received from Feng as well as those which he has sent to Feng from Peking.

It is alleged by Chiang that the telegrams afford ample proof of lack of sincerity on the part of Feng, despite the many opportunities and privileges offered him by Chiang.

Tang Seng-chi to Go Over?

While the emissaries of Chiang Kai-shek are busy carrying on negotiations with Yen, startling rumours that General Tang Seng-chi, representing Nanking, is contemplating an alliance with the Kuominchun thus turning the tables on Chiang, are a circulation in Peking.

Tang Seng-chi, who was a powerful military commander in Hunan and Hupeh in 1927, later established an independent Kuominchun Government at Hankow and succeeded in forcing Chiang to resign from the Nanking administration.

Recently, it is understood that General Tang Seng-chi has directed \$10,000 of his troops, formerly stationed in Peking and Tong-shan, the famous mining district, to penetrate into Honan. His occupation of Chengchow and Kai-feng, two important strategic points in Honan, was reported at about the same time as Chiang Kai-shek arrived at Peking to confer with Yen.

The units of General Shih Yiu-sen, the "turncoat" Kuominchun commander, are to have absorbed into the 24th Nanking Division under the command of General Shih.

Nanking Defences.

The commander of the First Nanking Division, General Liu Chi, on Thursday evening departed from Hankow for Sinyangchow, on the Hupeh-Honan frontier, to inspect the Nanking defence fortifications. Sinyangchow forms the principal Nanking line of defence on the Hupeh border.

General Liu reports to Nanking that he was reliably informed that all war preparations by the Kuominchun in Honan and near the Hupeh borders, have ceased. General Liu expects to stay at Sinyangchow for about ten days.

Further news of the negotiations between Chiang and Feng states that the former will send his personal envoy, General Hsiung Shih-huai, former Garrison Commander of Shanghai, to Shansi to interview Feng. The mission of General Hsiung is to report to Feng the result of the conference at Peking, and the progress of the indisposition of Yen Hsi-shan which compels his remaining in Peking.

Main Object.

The main task of the visit, however, centres on the attempts to get Feng to keep his promise and quit the country. It is the wish of Chiang Kai-shek to that Feng should depart at an early date and the services of Yen should be retained.

The likelihood is that as soon as Feng leaves China, General Chang Hsueh-liang may come to Peking and hold a triangular conclave with Yen and Chiang, deciding on the rehabilitation of North-West China.

The troops of the "turncoat" Kuominchun divisional commanders, Han Fu-chu and Shih Yiu-sen, about 3,000 strong, will be amalgamated with the Nanking Army and divided into two new Divisions. It is understood that Shih Yiu-sen and Han Fu-chu have demanded that the Nanking authorities pay them arrears of \$300,000.

## RHODES SCHOLAR SCHEME.

## GERMAN SCHOLARSHIPS TO BE REVIVED.

## WORLD PEACE IDEAL.

London, July 5.  
The Rhodes Scholars' dinner at Oxford to-night was attended by H.R.H. the Prince of Wales, Mr. Stanley Baldwin, and ten pre-war German Rhodes Scholars, including Count Barnstorff, Counsellor to the German Embassy in London.

Mr. Baldwin, in the course of a speech, announced that the Trustees had decided to establish two-year German scholarships to enable four German scholars to be continuously in residence at Oxford, but recognised the impossibility of cancelling the additional scholarships allotted to the Dominions in 1916 after the German scholarships were suspended.

Therefore, fresh funds were necessary, especially as the increasing demand for accommodation in the Colleges had intensified the difficulty of providing for the existing scholars.

The Trustees believed that the goal to world peace, contemplated by Mr. Cecil Rhodes when he founded the scheme, was more realisable to-day than then, and that its attainment would be assisted by the creation of German scholarships.—Reuter.

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